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TIME-TABLE.

WEEK DAYS.

7.00 a.m.	7.10 a.m.	
7.30 „	to 8.00 „	every 15 minutes } Stopping
8.00 „	„ 8.20 „	„ 10 „ } Stopping
	8.30 „	Non Stop
	8.37 „	Stopping
	8.47 „	Non Stop
	8.54 „	Stopping
	9.04 „	Non Stop
	9.11 „	Stopping
	9.20 „	Stopping
9.30 a.m.	to 11.00 „	every 10 minutes } Stopping
11.30 „	„ 12.30 p.m.	„ 15 „ } Stopping
	12.40 „	Non Stop
	12.47 „	Stopping
	12.57 „	Non Stop
	1.04 „	Stopping
	1.13 „	Non Stop
	1.20 „	Stopping
1.30 p.m.	to 4.00 „	every 10 minutes } Stopping
4.00 „	to 4.30 „	„ 15 „ } Stopping
4.30 „	to 6.30 „	„ 10 „ } Stopping
	6.40 „	Non Stop
	6.47 „	Stopping
	6.57 „	Non Stop
	7.04 „	Stopping
	7.13 „	Non Stop
	7.20 „	Stopping
	7.30 „	Non Stop
	7.37 „	Stopping
	7.47 „	Non Stop
	7.54 „	Stopping
	8.03 „	Non Stop
	8.10 „	Stopping

SUNDAYS.

7.00 a.m.	7.10 a.m.	
7.30 a.m.	to 9.30 „	every 15 minutes } Stopping
9.30 „	„ 11.00 „	„ 10 „ } Stopping
1.15 „	„ 12.00 noon	„ 15 „ } Stopping
12.00 noon	„ 1.00 p.m.	„ 10 „ } Stopping
1.00 p.m.	„ 2.30 „	„ 15 „ } Stopping
2.30 „	„ 4.30 „	„ 10 „ } Stopping
4.30 „	„ 5.30 „	„ 15 „ } Stopping
5.30 „	„ 6.30 „	„ 10 „ } Stopping
	6.40 „	Non Stop
	6.47 „	Stopping
	6.57 „	Non Stop
	7.04 „	Stopping
	7.13 „	Non Stop
	7.20 „	Stopping
	7.30 „	Non Stop
	7.37 „	Stopping
	7.47 „	Non Stop
	7.54 „	Stopping
	8.03 „	Non Stop
	8.10 „	Stopping

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1.15 „ „ 11.45 „ „ 15 „ } Stopping

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Hongkong, 1st June, 1923. [885

KOWLOON-CANTON RAILWAY.

TIME-TABLE.

	A.M.	A.M.	A.M.	A.M.	A.M.	NOON	P.M.	P.M.	P.M.	P.M.	P.M.
Kowloon .....dep.	6.41	7.10	8.35	9.15	10.28	12.09	1.18	2.52	4.34	5.27	7.09
Yaumati .....dep.	6.51	7.18	...	9.25	10.38	12.09	1.27	3.01	4.43	5.37	7.29
Shatin .....dep.	7.03	Sundays only.	...	9.38	10.50	12.21	1.39	3.13	4.55	5.50	7.32
Taipo .....dep.	7.17		9.02	9.52	11.03	12.34	1.52	3.26	5.08	6.03	7.45
Taipo Market ...dep.	7.22		...	9.57	11.08	12.38	1.56	3.30	5.12	6.07	7.49
Fanling .....dep.	7.33		...	10.08	11.19	12.48	2.06	3.40	5.23	6.17	7.59
Sheung Shui ...dep.	7.38		9.13	10.13	11.23	12.52	2.10	3.44	5.27	6.21	8.03
Shum Chun .....arr.	7.44		9.19	10.19	11.29	12.58	2.16	3.50	5.33	6.27	8.09
Shek Lung .....arr.	...		...	2.22	...	4.38	...	...	...	...	...
Canton .....arr.	...		...	5.04	...	...	...	...	...	...	...

	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.
Canton .....dep.		...	...	...	...	...	...	8.45	...	...	...
Shek Lung .....dep.		...	...	...	...	...	9.30	11.45	...	...	...
Shum Chun.....dep.	7.22	8.06	9.28	10.37	11.40	2.58	4.36	5.12	6.05	6.30	7.30
Sheung Shui ...dep.	7.29	8.13	9.34	10.44	11.47	3.05	4.44	5.19	6.12	6.37	7.37
Fanling .....dep.	7.33	8.18	9.38	10.48	11.51	3.10	4.49	5.23	6.17	6.41	7.41
Taipo Market ...dep.	7.43	8.29	9.48	10.58	12.02	3.21	5.01	5.33	6.27	6.51	7.51
Taipo .....dep.	7.47	8.34	10.12	11.03	12.07	3.27	5.08	5.37	6.31	6.55	7.55
Shatin.....dep.	8.00	8.47	10.25	11.16	12.21	3.40	5.23	5.50	6.44	7.08	8.08
Yaumati .....dep.	7.27	8.14	8.59	10.38	11.28	12.34	3.53	5.37	6.02	6.56	7.20
Kowloon .....arr.	7.35	8.23	9.09	10.46	11.36	12.42	4.01	5.45	6.10	7.04	7.28

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	A.M.	A.M.	P.M.	P.M.		A.M.	A.M.	P.M.	P.M.
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Shataukok ...arr.	8.40	12.25	3.15	7.15	Fanling ...arr.	7.25	11.10	2.00	5.55

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THE RED BUILDING (OPPOSITE ICE HOUSE ST

THE OLYMPIC GAMES.

POSITION OF BRITISH SPORT.

A correspondent writing in the London *Observer* says:—

In view of the approach of another between-season period, when many matters affecting the status of British sport are discussed, it is perhaps well to consider the position of our national pastimes and the manner in which they affect the pleasures of the nation. It is almost needless to remark that sport of some sort is inherent in the British race.

The growth of international rivalry in many fields of athletics has brought with it a greater understanding among the nations, but the fact cannot be disguised that there does exist a difference in the manner in which the various forms of sport are entered into. In the long history of our national games the training of the young idea has been to play the game for the game's sake, and while this has been subjected to a good deal of criticism by those who may not quite appreciate the real meaning of the spirit it stands just as good to-day as ever before. The defeat of our representatives in different forms of sport has been attributed by some to a peculiar reluctance to specialise, in the strict sense of the word, in any of our games. The point that is overlooked is that this lack of specialisation is wholly influenced by the fact that the average schoolboy does not concern himself merely about one form of athletics. The climate, for one thing, necessitates a considerable change in the selection of sports, and in a very large number of cases it is found that the British athlete is efficient in various forms of athletics without being especially brilliant in any. To suggest that our standard of sport is decadent because we fail to defeat Australia at cricket, or that our lack of interest in the Olympic Games is a sign of deterioration, is the equivalent of an admission that the real facts of the case are not truly appreciated.

A MATTER OF CHOICE.

For long an endeavour has been made to work up an artificial interest in the meeting of all the nations at discus throwing and javelin hurling, and similar forms of entertainment, which may be all very well in their way, but simply do not appeal to those who express a preference for a game of cricket or football. That meetings of an international character are to be highly commended there never has been any doubt; but to bring together representatives of different nations whose sporting interests do not coincide does not seem to suggest a policy supported by any solid foundation.

As it is the claims of such games as cricket, football, golf, lawn tennis, and certain forms of athletics, have found an outlet in the form of an interchange among many competing nations, yet baseball, which is the national game of America, does not find any greater favour in this country than does cricket across the water. To attempt to force a form of athletics on any nation to whom, for various reasons, it makes no strong appeal, does not seem to be calculated to be achieving any particular object except it is to be able to say that such a thing has actually been achieved.

If such a form of athletic entertainment is really desired by the devotees of our different branches of sport, it is fair to assume that it would meet with quick success. Without any desire to pour cold water on a scheme which is being promoted with the best of intentions, the sport-men of the country are entitled to ask whether such a feat of international athletic contests is really desired. If it is, then no effort should be spared to produce a truly representative body of athletes to do duty for the country, but it would be advisable, surely, to satisfy all concerned that there really is a strong desire on the part of the large majority of British sportsmen for a universal representation of the rival athletes of the nations.

THE CAUSE OF POPULARITY.

At different times attempts have been made to prove that cricket did not possess the attraction it was supposed to, but yet there is not the slightest sign of it being supplanted as the most popular summer pastime in this country. The University Boat-race makes a strong appeal to millions of sport-loving people without the expenditure of a public penny, yet another form of athletic entertainment could be arranged at a cost of thousands of pounds without much prospect of success.

The position of British sport, it can be said with the greatest safety, is very sound indeed, but, in the main, it is very largely played as an entertainment by those who take part in it. Inter club athletics make a very strong appeal to those who are mainly interested in matters pertaining to the track and field events, but this mere fact does not necessarily prove that the man, as representing one of the greatest bodies of sportsmen in the world, is called upon to support a type of athletic festival which, frankly, it does not seem to have any particular fancy for. Great endeavours have been made in recent times to encourage the development among the younger generation of such games as lawn tennis and golf, but, for some reason, these efforts have met with comparatively small success. The cause can easily be assumed. A liking for any particular type of game is instinctive, and is by no means forced. It would be idle to pretend otherwise.

Great Britain is the home of all kinds of sports, with a particular liking for some, and it cannot be said that any keen desire has been exhibited so far to embark on a scheme which seems to coincide with the views of a comparative few.

THE POINT TO BE SETTLED.

The history of the Olympic Games, modern, does not promise particularly well for the future. For reasons which are clear the scheme does not make the appeal it should do if success were hoped for. The cause is really immaterial if the fact is established. To enter into such an unwanted festival would seem to be a waste of energy and time if it is really felt that no good purpose would be served by engaging in it. That is the point which should be settled by those who desire it before the matter is carried any further. To take part in these Games without proper representation would seem to do an injustice to the country and also to other competing countries who are keener than we may be. As has already been said, if this athletic festival is really wanted by the large body of sportsmen in this country, by all means enter into it in a spirit of real enthusiasm, but (the point is vital)

(*Continued on next column.*)

such enthusiasm cannot be brought to a point of fruition if it does not actually exist. To remark that it is the duty of the sporting section of the country to take part in the Olympic Games seems to be beside the point. If a matter of this kind is to be regarded purely as a sport, it would be absurd to take part in it in any other spirit. The fear is that a sense of duty is being made too much of and the spirit of the thing too little. One's own impression is that there is very little demand for such a gathering. Such an impression may be a wrong one, but, at any rate, it would be advisable to satisfy the nation that the nation is willing and anxious to compete before the country is committed to a greater extent than it is already.

ECHO OF THE DREYFUS TRIAL.

DEATH OF ESTERHAZY.

One of the most prominent figures in a movement which nearly thirty years ago brought France to the verge of revolution, Major Esterhazy—died at Harpenden on Whit Monday. For some years he had lived there in the name of Count Jean de Voilemont, says the *Star*, and his identity and the part he had played in the story of modern Anti-Semitism remained unknown till the past few days. In 1894 Captain Alfred Dreyfus, an able and efficient French Staff officer of Jewish origin, was arrested on a charge of treason. The "evidence" against him consisted of a list of documents supposed to be in his handwriting, and containing highly important and secret details of French military matters, which it was said had been communicated to Colonel Schwarzkoppen, the German Military Attaché. A court-martial, sitting in secret, convicted Dreyfus, who was degraded and sent to Devil's Island.

His family, convinced of his innocence, exerted themselves to the utmost on his behalf and in their anxiety to allay suspicion, the Anti-Semite conspirators secured the publication of a facsimile of the famous "bordereau." To prove it was not in Dreyfus's handwriting was not difficult, and Colonel Picquart, one of the officers of the General Staff, convinced himself by an examination of the dossier of the trial that a gross miscarriage of justice had taken place. On mentioning his doubts to his superiors, the Anti Semite feeling was so strong that he was replaced by Colonel Henry, and sent to Tunis. In 1897, however, a brother of Captain Dreyfus wrote to the minister of War denouncing Esterhazy, an officer in the French Secret Service, of being the author of the bordereau. He was tried by court-martial and acquitted, but Emile Zola, the famous novelist, came forward, and, in an open letter to the President, formulated the case against the General Staff of the Army. Zola had to fly the country, but the agitation continued, and in 1898 the Minister of War was convinced that at any rate one of the documents was forged.

Colonel Henry, of the Intelligence Department of the War Office, then confessed that he had fabricated it and committed suicide. The controversy became more and more embittered, but eventually, in 1906, the Court of Cassation declared that the whole accusation against Dreyfus had been disproved. Esterhazy and Henry were the real culprits; it was shown that they had made a trade of supplying the German authorities with military documents, and that when the bordereau was discovered they availed themselves of the anti-Jewish agitation to throw suspicion on Dreyfus. Esterhazy fled to England, where he openly admitted that he wrote the bordereau, but declared that it was on the orders of his superior officer and with the object of detecting the traitor.

WIRELESS POLICE VANS.

PLANS TO TRACK TOURING CRIMINALS.

Much progress has been made by Scotland Yard, says a London paper, as the result of experiments in the use of wireless for tracking criminals in motor-cars.

The winter's campaign against fast-moving thieves will begin with the aid of wireless police vans which are being built at Chelmsford.

During the summer detectives have been instructed in the sending and receiving of messages from an experimental van. The results in tracking imaginary criminals have been so successful that operations on an extensive scale against real criminals have been decided on.

In London's busiest traffic hours, and in congested districts, police wireless vans have taken and received messages, and the vans have been able to keep in touch with headquarters without difficulty.

Speed and secrecy are essential if wireless is to be successful for police purposes. Much will depend on whether secret messages can be quickly decoded. Code messages are necessary to keep the information from the hunted men.

The telephone is the principal instrument for broadcasting news throughout Metropolitan Police stations. Simultaneous messages to all stations can be despatched. But if motor-cars can be given valuable clues while on the move a new terror for criminals will have been discovered.

IRRITATED & INFLAMED EYE can be directly traced in many cases to the Sunday Motor trip and Golfing. The dust from sections of the local roads contain a decided eye irritant. A suggestion for these trips would be to keep the windshield up and to use a pair of Sun glasses. Sun glasses of any pattern with either Crookes, Luxfel, Fieuzal, Amber, London Smoke, or Blue lenses are obtainable at very moderate prices from The Hongkong Optical Co., successors to Clark & Co., Manufacturing and Refracting Opticians—the most competent manufacturing optical establishment in South China—located in 53, Queen's Road Central (opposite to the Singer Sewing Machine Company).—ADVT.

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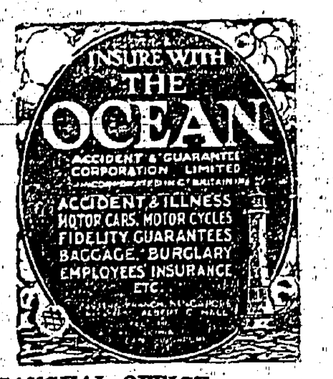

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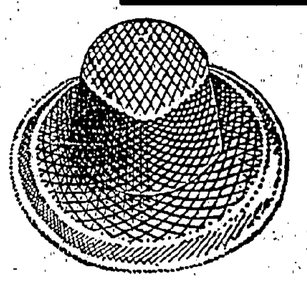

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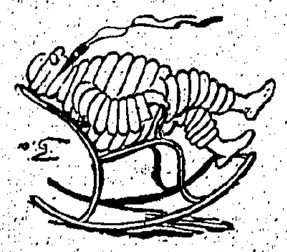

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FILMS IN THE EAST.

BAD EFFECT ON NATIVE PEOPLES.

A special correspondent, in a contribution to *The Times*, points out that there has recently arisen a good deal of dissatisfaction among British residents in our possessions in the East on account of the unsuitable nature of many of the films that are being shown in cinemas frequented by the native population. The dangers of showing unsuitable films to natives have long been realised, but it is striking that there should still be so much room for complaint when all over the world the standard of film production has been rising. In India the native never seems to grow up mentally, and the average audience at these picture theatres is therefore composed of those who are mature in body and very immature indeed in mind. To them are exhibited "sex" films made in American studios, and films in which violence is the main theme. With these may be sandwiched a comic film showing a white man carrying out a series of ridiculous antics. The result is inevitable, and a little while ago there was definite proof that the abduction by natives of an officer's wife was suggested by a serial film in which scenes of violence occurred. Many films to the English are merely ridiculous; to the native they may be very harmful indeed.

Film distributors do not realise that a film may be tolerable in one country and quite unsuitable in another. It has been pointed out that there was the need for a kind of Film League of Nations. Unsuitable films might be kept out of the East altogether. It must be admitted that many are probably dispatched through ignorance. It is difficult to realise that what may be a perfectly unobjectionable film in New York can be very harmful in India.

In a letter called forth by this article, Mr. B. Chamier gives the views of a lady living in Uganda as to the objection to representations in uncivilised countries. Mr. Chamier thinks the films produced for the use of schools are the kind which ought to be exported to savage countries (or countries of an alien civilisation like India), where they would probably not only be a civilising factor, but give a great deal of legitimate pleasure.

CHINESE INDUSTRY AT WEMBLEY.

HONGKONG SECTION.

Local readers will be interested in the following extract from a London contemporary:—

There are to be 125 Chinese housed in the Hongkong section of the British Empire Exhibition at Wembley next year, and preparations are now completed for the exact reproduction of an actual street in Hongkong with a Chinese restaurant, shops, native products, and all the signs and other characteristics of life in China. On entering the Hongkong section the visitor steps as it were straight into China. Everything that Hongkong produces will be on view.

If native Chinese products attract the visitor he will be able to buy blackwood furniture, carved ivory, rattan wares, silver filagree work or silk embroidery. If he wants a meal he can visit a Chinese restaurant and regale himself on Chinese delicacies. If he be tired he will in all probability be able to charter a rickshaw or a sedan chair, though that is not yet settled. In one corner of the section he will be able to see a model of Hongkong itself, in another to examine the European exhibits. By inspecting the section in detail he will be able to learn all that the British Empire of the Far East has to offer the British Empire at home.

HONGKONG TYPHOON LOSSES.

An insurance correspondent of a London paper says although, apparently, underwriters will not be severely hit by the loss and damage caused to shipping and cargoes by the monsoon which swept Hongkong, yet the sum involved will prove very unwelcome on the top of many losses this year. Rough surveys place shipping and cargo losses at about £100,000; this figure is, however, only an estimate, as some time must elapse before all reports are received relative to the losses involved. It is understood the cost of raising, repairing, and reconditioning the *Loongsang* will be so expensive as to make the vessel a constructive total loss. She was valued at £50,000. The *Tjiluarem* suffered heavy deck damage, and is also damaged below water; the *Tjipanas* and *Tjikarang* have both sustained deck damage, not thought to be very severe.

ANGLO-CHINESE FINANCE AND TRADE.

A company styled the Anglo-Chinese Finance and Trade Corporation, Ltd., was registered at Somerset House as a public company on August 23rd, with nominal capital £50,000 in £1 shares. The objects are: To promote and carry on (as principals or agents) trade between the British Empire and China, and in furtherance of that object to exploit and conduct, in China or any other part of the world, all kinds of financial, commercial, manufacturing, mining and other business, including the construction and equipment of Government and other public works and railways; to carry on business as concessionnaires, bankers, capitalists, merchants, carriers, wharfingers, shipowners, shipbuilders, barge owners, lightermen, factors and brokers, etc. The subscribers to the Memorandum of Association are A. C. Bett, registrar; G. A. Vincent, accountant; and five clerks. The directors are to number not less than two nor more than 12. No persons had consented to act as directors to 20th August. The Registered office is 110, Cannon Street, E.C.

AMERICAN WARSHIP AT YOCHOW.

VALUE OF MAINTAINING PRESTIGE.

Interesting proof of how the Chinese look to the foreigners for protection in time of danger and of how the independable forces of China think twice of carrying out their selfish policy of destruction on the innocent people of their own colour is contained in a message from Yochow, published in a Hankow contemporary. The value of the property entailed in the Hupeh College and mission premises is of no mean figure and since the murder of Mr. Reimert by Chang Chin-yao's retreating braves the American authorities have been taking no chances of recurrence of the affair. The letter reads:—

"Last night Captain Kieffer arrived with the Villalobos after the party of guards while my two companions attended a feast of the "hsien tsang"; General Li Ya-ping, some Changsha legislators etc. Our two men were given chief seats of honour and although they have not taken any part whatsoever in making arrangements they seem to have been wanted because of the moral effect of their presence. The feast was originally intended as an honour to Captain Oates who had to leave too soon to attend. We American missionaries were all invited and had been on the point of backing out but the chairman of the Chamber of Commerce came in person and begged us to go as all the city desired it!

"Surely it is worth while to protect our missionary property as well as our lives. Backing out to save our own skins would have as disastrous effect on American as well as Christian prestige in this district, because it is only a small bad element that is putting us in danger but it seems they are the only ones with arms at present. The landing party is a very distinct and steadying influence on the panic stricken city, so often looted and damaged because they are a restraining influence on the lawless, though our men do not step outside of our compound with their guns. I can assure you that the action of the American authorities in this matter is highly appreciated by us Yochow Americans. I must not fail to add that the people of this city are also very glad we are being taken care of, not only because they have learned to appreciate us but because of the moral effect on the general situation. The presence of American ships at a time like this has a very salutary effect and if they will stay with us until this new political crisis is past there is small chance of having to actually use any force to protect our lives or property in the city of Yochow."

HONGKONG YARN MARKET.

Messrs. Polishwalla & Kowall, cotton and yarn brokers of Hongkong, write in their trade circular:—

Since our last report on the 30th August the earlier part of the interval was marked by a decline in prices of $1 to $3 per bale, upon which basis the dealers took fair quantities, including some forward business.

Latterly, however, reports from Shanghai of a sudden and substantial rise in the local mills yarn, created some excitement and greatly strengthened our market, causing foreign holders to show firmness. This coupled with the fact that the dealers had received further enquiries from Yunnan brought about an advance of $3 to $7 per bale, the total sales for the period amounting to 9,500 bales of No. 10 and 12.

At the close of our market remains firm.

The news of this sudden change has greatly enhanced the prices of all grades of yarn in India and the latest advices show rates ruling there much higher than those of our market.

Unsold stocks 6,000 bales. Bargains in Chinese hands spot and to arrive 11,000 bales. Arrivals from Bombay 5,000 bales.

Shanghai:—There has been much improvement in local mills yarn and good business is reported to have passed during the interval at an advance of $3 to $5 per bale.

Japanese Yarn:—Fairly large lots have changed hands with an increase of $5 to $8 per bale as under:—700 bales Nasasaki, No. 20s, at $227/230; 3 Horses, No. 16s, at $217; 3 Horses, No. 20s, at $219; 1,500 bales Yellow Joss, No. 20s, at $214/220; 300 bales Setsu, No. 10s, at $185; Setsu, No. 20s, at $234; Blue Fish, No. 20s, at $232.

Raw Cotton:—Market has remained very firm in this staple commodity. Quotations:—Bengal $44 to $50 per picul; Chinese $48 to $55 per picul.

As a protest against the Kenya settlement, the All-India Congress Working Committee have passed a resolution calling for a "peaceful hartal" or strike on August 26th, when the people will be urged to abstain from participation in the British Empire Exhibition, the Imperial Conference, Empire Day celebrations, and all other occasions of Imperial significance.

HONGKONG SHARE MARKET

CLOSING QUOTATIONS

SEPTEMBER 25th, 1923.

Hongkong and Shanghai Banks	$1,075 b., 1,060/1,075 sa.
Canton Insurances	$635 b.
Union Insurances	$228 b.
Douglas Steamships	$65 b. & sa.
Steamboats	$42.00 b., 42½ sa.
"Star" Ferries	$54 b.
China Sugars	$222 b., 223 sa.
Kowloon Wharves	$155 b.
Whampoa Docks	$151½ b., 152 sa.
Shanghai Docks	Tls.92 b., 92/92½ sa
Hongkong Lands	$83 b.
Ewo Cottons	Tls. 13.60/13.70 sa.
Shanghai Cottons	Tls. 82 b.
Cements	$27.10 b., 27½ sa.
Hongkong Ropes	$39 b.
Dairy Farms	$23½ b. & sa.
Hongkong Electrics	$31½ b. & sa.
Hongkong Trams	$23 b.

b.—buyers; s.—sellers; sa.—sales.

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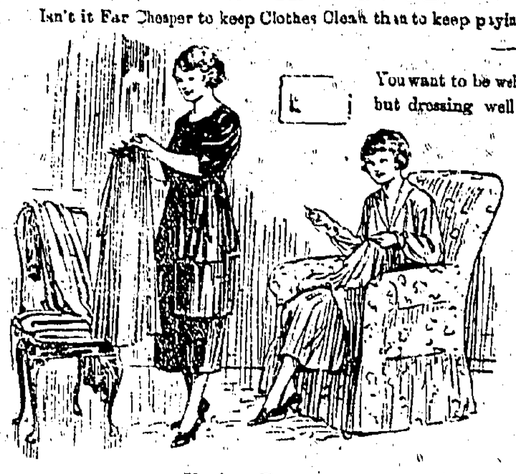

You want to be well dressed of course; but dressing well does not always mean buying New Clothes. Rather does it mean wearing Clothes that always look New.

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These goods will sell rapidly.
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HALF PRICE
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WHITEAWAY'S

MONDAY, 24th to SATURDAY, 29th Sept.

In order to make room for huge Shipments coming forward in October We have decided to clear a Lot of Our Present Stock at HALF PRICE.

THE BARGAINS INCLUDE

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THOUSANDS OF BARGAINS.

WHITEAWAY, LAIDLAW & CO., LTD.,
HONGKONG.

YOKOHAMA SURVIVORS.

TRAGEDIES AND ESCAPES.

STORIES COLLECTED BY A LADY SURVIVOR.

Mrs. Douglas Adam, wife of the Editor of the *Japan Gazette*, wrote in the *Japan Chronicle*:

Probably every survivor of the fatal September First in Yokohama witnessed some one act of heroism which he will never forget. Each one too saw some pitiful incident with happy or tragic ending, as may be, the picture of which will stay with him as long as memory lasts.

There would seem to be a sameness about the situations, but as a matter of fact no two were alike, individual instances, gravid with import, standing out.

I was reading proofs in my flat over the editorial rooms of the *Japan Gazette*, dressed to go out after tiffin, when the shock came. I sprang at once into the door with a hand pressed on each side and went down with the collapsed building—still in the door-frame and unhurt except for a few bruises.

My husband in his office below was saved by the heavy desk giving way on one side forming a solid pent roof and Mrs. Marjorie Pass, there at the moment, by a similar situation.

We were all assisted out by employés of the *Gazette*, Mr. Sherriff, business manager, being out of the office at the time.

Our Chinese cook, of many years' service, narrowly escaped being burned to death, as my husband and I, assisted by our lithograph man, got him out a few minutes before fire caught from the Oriental Hotel.

We stayed all the afternoon and night in Yokohama Park where thousands sought refuge, without water of course and amidst scorching flames all about the park. Trees caught fire there but a foreigner gathering handfuls of mud threw them with good aim and put out these fires as soon as they started.

So there was no *Gazette* printed that night, after continuous publication for 56 years, and no "Pot-pourri" for the first Saturday in 18 years.

The loss is entire, running into hundreds of thousands, since, it is said, more than Y100,000 in fire insurance is invalid.

Machinery for job printing, engraving, lithography, stock, paper, inks, etc., all perished.

However, Mr. Edward Rogers, of the Real Estate and Investment Co., a well-known man of business acumen, and others predict a resurrection of Yokohama in an incredibly near future with brighter prospects than before. If true, no doubt the *Gazette*, the oldest daily foreign newspaper of the Far East, will be seen again. [The *Hongkong Daily Press* is older than the *Japan Gazette* by ten years.—ED., *H.D.P.*]

Volumes could be written on the fidelity of Japanese servants, boys and amahs, rescuing and protecting little children and employés.

The work done by Mr. T. M. Laffin and his two sons were prodigious. Motor launches run by them personally and boats supervised by them, saved hundreds. Captain Philipsen too did yeoman service and Mr. Haseltine, with boats of Mr. Lofftus, rescued many.

Mr. Lefebre of Samuels, Messrs. Parkhouse and Hedges, of the Rising Sun Petroleum Company, saved many and Mr. McDougall of the Chartered Bank, owes his life to Mr. Owen of the Bank and Mr. McPherson, of Pearson, Mackie and Atwell.

McDougall was pinned under heavy masonry, flames rapidly approaching and he losing heart or power to make effort.

Those two "stood by" cheering him up and worked like fiends to extricate him. And he is alive to-day.

Mr. Hellen, now in Kobe, at one end of a stretcher, and a Japanese chauffeur at the other, brought down from the Bluff Captain Carst, father of W. Carst of Kobe, saw him on to a boat and aboard the *Dongola*, his devoted daughter walking at the side.

The Captain is 87, the oldest Dutchman in the Far East and he had not a bruise. Alas! many in the flower of youth and vigour were cut down.

Mr. and Mrs. John Mollison were at the office at 48, Settlement, and it is supposed the gentleman was instantly killed but young Mrs. Mollison was pinned under a stair and it was impossible to extricate her.

This is one of the most pitiable tragedies of that day. These were people of the highest character, John serving through five years of the war, the last year aide-de-camp to Gen. Allenby. His wife was a beautiful woman of saintly disposition, with never an impatient word for anyone, and they were the parents of three little children. These were at Kamakura with a Scotch nurse and found refuge in a small Japanese tea-house or hotel, it is learned.

Mr. J. P. Mollison was uninjured and Mrs. Mollison, after terrible experiences, her life threatened by convict looters from Negishi prison, a story in itself, arrived by the *Empress* and is staying with Mrs. Inglis at the Hongkong Bank residence.

So, on and on hundreds of personal incidents have come to my notice.

Mr. Tom Abbey, the auctioneer, who took over the business of John W. Hall at his death about 10 years ago, died a martyr to friendship. With him in the auction rooms at 61, Main Street, as had been a noon custom for many years, was Dr. Edwin Wheeler, the veteran physician of Yokohama.

At the first shock Mr. Abbey assisted the doctor down the steps and onward towards safety, when, by speedy action, Abbey himself could easily have escaped. They were both killed. Later with much difficulty, friends succeeded in getting the bodies to the grounds of the British Naval Hospital where they were buried on British soil.

Dr. Wheeler was about 80 years old, had practised continuously for 55 years, never once having gone home. He had attended at the birth of thousands of foreign children, his skill in that way amounting to positive wizardry, succeeding generations of parents gratefully acknowledging him as their firm rock and stay. He was dearly loved by all irrespective of nationality, as was his wife. Mrs. Wheeler was cared for in their garden at 97, Bluff, by faithful servants and escaped in one of the foreign ships coming to Kobe.

Like Mr. W. B. Mason (who was killed in the Club), the doctor was among the oldest and best known residents. He was an all-round sport, interested in racing, etc., and in old days familiarly called "Scales" from his weighing-in of jockeys. His oldest son was a V.C. in the late war; he and his sister Mrs. Murray and the several fine grandchildren and now living at home.

Mr. A. K. Bennett, of the Grand Hotel, saved hundreds of lives on the collapse of the hatoba, by aiding people to get aboard a lighter. Among these were the widow and children of Mr. Tom Abbey, aided by Mr. Motley Hunter, the well-known San Domingan.

Also on the hatoba at the time and saved, in the same way, were Mrs. Ewing and her little daughter Nancy, wife and child of Mr. A. Ewing of Lloyds Shipping, who, like many others, were there seeing off people on the *Empress*.

Loss to the world and to his young family, of Mr. Hugh Horne, Commercial Attaché of the Embassy recently, with the British Consulate-General, is very great. A man of fine feeling and a thorough musician, he was much esteemed. He was in the Consulate at the time and was no doubt instantly killed at the partial collapse of the building.

With him was Mr. William Haigh, Vice-Consul, and Mr. Lyes the shipping clerk, both killed. The widow of Mr. Haigh is doubly bereft, as her father, Mr. W. H. Gill, perished in Tokyo. Mrs. Haigh, who with her little daughter was saved, shows great bravery in the circumstances. Her uncle, Mr. Robert Gill, was also a victim. His wife is in London.

Another very old resident, who was killed, is Chevalier Felix Ribeiro. His house, 77, Bluff, was precipitated into the valley, many of the family being killed with him. He came here in 1870 and was the oldest Portuguese resident of Yokohama, a man of kind heart and continual good deeds. His son Luiz, recently wed to Miss Arias of Kobe, was killed. His son-in-law, Mr. Pieriera, was unharmed and got his wife out, but returned to the rescue of others and was burned as were all others left in the house. Mr. Pieriera was another martyr to loyal friendship.

Mr. X. F. Smith, of No. 1, Bluff, was got to the reclaimed ground and at the landing place by the new bridge, refused to be taken aboard a boat so long as women and children were there. An eye-witness says he waived his chances and allowed six boat-loads of these to pass on. He was eventually saved as was his son Van R. Smith, whose lovely young wife and infant daughter unhappily perished.

The wife of Mr. S. H. Somerton of *Eastern Commerce*, was in her house, 242, Bluff, and it collapsed. Mr. Somerton was at his Water Street office and got out unhurt, and hurrying to the house, could find no trace of his wife and got no response from shouts. Without doubt the lady was instantly killed.

A sad case was that of the Babbitt family. Mr. Babbitt came out from San Francisco where they had a fine new home, as Commercial Attaché to the American Embassy. He had been Vice-Consul here 10 years ago. With him came his wife a partly paralysed invalid. She had rooms on the Creek side part of the Grand Hotel. With her was her daughter Jocelyn 19 years who with aid of a hotel boy and their amah got her safely out, the Japanese *amma*, rubbing her at the moment, instantly killed by falling timber. Mr. Babbitt was in Tokyo that morning, looking for a suitable house near the Embassy for their occupation.

But their beautiful daughter Doris was in the lounge of the hotel and her fate only to be guessed by her distracted parents and sister. Mrs. Babbitt was a Nagasaki girl, daughter of the late Captain Walker. They go back and will never return to this land of tragic experience.

Terrible to contemplate is the fate of Mr. Max Kerjassof, Acting U.S. Consul General, since Mr. Seidmore's death, and his wife. Mr. Kerjassoff was safe but rushing to the hopeless rescue of his wife, was killed. She was in delicate health and lying down. The servants tried to get at her but that part of the Consulate General collapsed.

The two little sons were in the garden and were dragged away by Miss Mary Martin, in the hall of the building at the moment, and passed the afternoon and night in the Park. Miss Martin showed great presence of mind and much fortitude throughout and she with her orphan charges found shelter on the *Dongola*, coming here. She is the daughter of Capt. John Martin, an 1888 graduate of Anapolis Naval College, and was recently with the U.S. Shipping Board. He and his wife are said to be safe.

Mrs. Kerjassoff was the daughter of Dr. and Mrs. Ballentine, who had a marvellous escape during the typhoon and tidal wave at Swatow last year. They expected to be drowned every moment, a small boat they were in dashing wildly about. But the tidal wave coming just then, lifted the boat to dry land, where they remained without food or water for a long time and were rescued, coming to Yokohama and staying some months with their daughter there and with their son of the Tokyo Embassy.

Enough cannot be said of the executive ability of Mr. Boulter of the British Consulate. He was in his office on the ground floor of the building and at the first jar ran out, a heavy timber of the collapsing structure, striking his head, inflicted a severe wound which bled profusely. Coagulation stopped the flow after a time and he tore a section from his shirt and bound it tightly about. He was one of the many hundreds in the Park, deep in mud, and surrounded by flames. When these abated he left and has spent every moment since in organising and getting matters into some sort of shape. An inch to one side or higher up, the wound would have instantly killed him.

Of course there are scores of other thrilling experiences.

Many of these stories have been told me personally by survivors, others from near relatives by hearsay, but generally speaking they are correct, allowance being made for unconscious exaggeration and lack of precision in detail.

Madame H. Sand, a Russian lady, living at the *besso* of Mr. Charles Thwaites *in the sea-fronting square at Juni-Ten*, the last but one station on the Hommoku tram-line, was sitting with her small child in the glassed-in verandah. The house (Japanese with board flooring) was instantly demolished.

Her Japanese servant ran around from the kitchen and finding them pinned down, got a saw and sawed them out inch by inch, quite unharmed before fire started. The husband in his Yokohama office, escaped by bracing himself in the sea-fronting square at Juni-Ten, though the upper story and side portion fell away. Threshold, lintel and side-frames were intact and he jumped 12 feet to the ground.

There have been many reports of safety through standing in a doorway, though of course certainty in earthquakes is the least certainty of anything as the malicious mind of the temblor fiend is full of vagaries. Dr. George D. Richmond, 32, Water Street, had just finished work at the dental chair and grasped his patient (a sister of Mr. W. H. Stone) and stood braced in the doorway. Soon they found themselves on the pavement still enclosed, though falling from the second floor; neither hurt. Dr. Richmond's wife and two sons are in Boston, U.S.A., to which town he will hasten never to return to the East.

A feat of endurance was that of a young Russian girl, Miss Volkorff, occupying my Japanese cottage in the Juni-Ten Square. She was in the kitchen with her nephew, son of Stempinsky, the famous violinist, former orchestra leader of Imperial Hotel, who with his wife was in Kobe on Concert tour. The girl grasped the child (two years and a half old) and held him beneath her, while all about them rained down heavy tiles, a portion of the roof resting on her back. When the temblor ceased she edged her way out just before a fire started and protected the baby in the large garden, eighteen hours, then carried him in her arms all the way to the boat, which conveyed her to the *Dongola*.

Mr. Tait, manager of the Chartered Bank, was seen leaving the building in a rikisha just before the quake, and it is said he was found later crushed to death. His wife and little daughter, escaping with little harm from their Bluff home came here on the *Dongola*.

During the time of uncertainty and later of grief at knowledge of her husband's death, Mrs. Tait exhibited much fortitude. She is a daughter of the late Mr. C. D. Moss, a sister of Mrs. Herbert Bent, was born in Yokohama, where she was connected with all charitable organisations, and much esteemed. She has a child at school in England, where she has other relatives.

Mme. Paul Blum, whose husband was manager of Witkowskys, was standing in front of the Oriental Palace Hotel one-third of which fell at the first jar. She was talking with Madame Frei. Both were struck by falling masonry and bruised about the face, Madame Frei receiving some injury to her eye.

Madame Blum sought refuge in the sea, where she remained from 1 till 8 o'clock, p.m., finally getting aboard the *Dongola* with Mme. Frei and her son. The two sons of Mme. Blum were also brought by that ship and her husband too is safe. She relates the kindness of a Japanese who poured water over her head, in the worst heat.

Fortunately she can swim, and could go further out as the heat became more intense. She passed through the San Francisco Earthquake of 1906, but says, of course, that it was a mere trifle compared to this disaster.

Mr. and Mrs. Burnell, parents of Mrs. Van Brunt, were at Temple Court. He ran out, his wife just behind him. He reached back calling "Take my hand." The next moment he found himself in Moto-machi at the foot of Jiso-zaka and nothing has been heard of his wife.

A Mr. and Mrs. Carroll had a somewhat similar experience, but were taken—together—on a roof which slid over and landed on a temple, from which they got down without much harm.

Russian Consul-General A. Wilm was in the Consulate, thrown down at the first shock and his right arm broken.

He managed to extricate himself and passed the afternoon and night in the Park eventually arriving here, where his arm, which was dressed aboard ship, is receiving further needed attention.

Mrs. Gus Binder, being ill, was in bed at her flat on the third storey of the Geary office building at 23, Water Street. The whole edifice fell at the first shock, she going down with it unhurt, one of the very narrow escapes. Had she attempted to run down flights of winding stairs, (or been able attempt it) she would, of course, have been crushed to death.

Mr. McKinnell, who came to Yokohama in 1869 and had been since then continuously with the firm of Lane & Crawford, was in the back part of the central store and was killed at once. Mr. E. F. Johnson of the same firm had a strange escape from a falling piece of masonry, which nearly severed his left ear. It bled profusely which was a good thing, and the wound, when dressed, was found full of particles of glass, tiling etc., and a dozen stitches were required to sew the member in place, but it will probably heal well as he was in good physical condition. He has three fine little sons in England whence he recently returned from the death-bed of his wife.

Mr. Tom Thomas, a veteran resident, noted horse-man and well-known broker, had just gone from the Hongkong bank, to his house at No. 8, Bluff. All the buildings there collapsed and were flung half over into the valley at the east, other parts into the Bluff road. He has for more than half a century been a figure of the port, riding daily rain or shine, on a big black horse. His daughter Helen lives in England, also grand-children, sons of his deceased daughter Muriel—Mrs. Leafer.

Every day since his wife's death he had visited her grave, placing flowers thereon, a piece of sentiment deemed unusual to many, in a man having the rugged exterior and rather abrupt manner of Mr. Thomas.

Our contemporary the *Japan Chronicle* supplements the foregoing stories by the following :—

Among well-known residents formerly in Kobe and now suddenly driven back from Yokohama, Mr. W. W. Campbell and Mr. A. L. Manley both had as exciting times as hundreds of others. Mr. W. W. Campbell was writing when the shock came, and, after an exciting interlude of holding on to the doorpost, got out safely. His family at the moment were all in different places, but all arrived safely, and they took to the British Naval Hospital compound, as a good open space. When the fires gained ground, however, a sudden change of wind made it necessary for them to get out, and they found themselves trapped, the only way out being over the cliff. Mr. Rowbottom, himself cruelly bereaved, did heroic work at the cliff's edge, lowering people over one after another until the rope that he had secured was worn out, and the rest had to scramble down. It was terribly hot by this time, and some Japanese in a frenzy jumped over and smashed to pulp at the bottom.

Mr. Campbell made his way along the bund and got his sendo to bring a dinghy round to where the others were, but by the time this was done, the party had grown too big for the dinghy, but a sampan was secured. After various adventures the party made themselves as comfortable as possible on the two sailing craft *Daimyo* and *Izuma*, but their adventures were not finished. Next day, when the fires on the harbour surface occurred, the *Daimyo* only just cleared the *Empress of Australia*, whose captain shouted over the side to Mr. Campbell that if he did not get out he would be cut in two. Happily he just drifted clear.

Mr. Manley was in his office at the time of the quake, upstairs. By the time the vibrations could be said to have stopped, there was not very much of the building left but it was possible to effect a descent to the debris within, and then to get out through what had been the doorway. After a while he found himself surrounded by fire, and was driven into the sea, as were so many others. The situation was a very uncomfortable one here, and the heat was intolerable. Mr. Manley swam for a launch that was approaching, but could not make it against wind and tide, and was becoming exhausted. The men on the launch, asked for a rope, said that there were none, but a foreigner on board discovered one, threw it, and missed. Another cast was luckier, and Mr. Manley was pulled on board almost at his last gasp. He was then transferred, with the rest of the company on board, to the *Dongola*, whence he landed again, in a borrowed pair of trousers and a pair of much-mended boots that did not fit, and so equipped started out for Ninomiya, some thirty miles, in search of Mrs. Manley. The going was arduous, and he was soon footsore. He managed to get a motorcycle, however, which averaged five miles an hour, owing to it being necessary to carry it through streams and over other obstructions. Fortunately it was a light one, but 200 lbs. is a pretty strenuous lift. Happily he found Mrs. Manley safe, and stood by for a few days. As Mrs. Manley had been in bad health or some time and could not undertake an arduous walk, he made her comfortable in such sheds as remained of the house, and left her well cared for while he made for Kobe to look after his business affairs.

Mr. Manley speaks, as do so many others, to the extreme kindness of the people in the country parts, who, notwithstanding their own distress, had sympathy and help to spare for others and faced their ruin with the bravest cheerfulness. But, as so many others have also testified, the disciplined forces of army and navy did not seem to have the elasticity to make an immediate response to the need like individuals did.

THE CHINESE REFUGEES.

In proportion to their numbers, the Chinese community of Yokohama were among the heaviest sufferers. We are informed by the Chinese Consulate that the Chinese residents at Yokohama numbered more than five thousand, of whom not less than a thousand are killed or missing, including the Chinese Consul-General. Of the 4,100 Chinese refugees removed from Yokohama by the various foreign steamers, 870 elected to proceed straight to Hongkong by the Java liner *Tjisalak*. The remainder are being cared for by the Kobe Chinese community, being lodged in the Chinese Guildhall, the Canton, Fukien and Shankiang Chambers of Commerce, the Chinese school, and a few in private residences. Local Chinese have subscribed Y.50,000 for their relief. Three thousand Chinese, mostly students, are supposed to have been in Tokyo at the time of the disaster.

Mr. Shih Liu Pun, acting Minister to Japan, has arrived at Kobe from Peking and after arranging measures of relief for his campatriots and reporting to his Government, he intended to proceed to Tokyo.

THE SAFES AT YOKOHAMA.

Mr. R. C. Graff, agent of Messrs. Mackinnon, Mackenzie & Co. for Yokohama, has arrived in Kobe with all the office records that were in the safe, which he opened in the presence of the authorities. He found the records undamaged. Luckily the safe was closed at the time of the shock, but it is to be feared that many safes were open at the time of the disaster and that there was no time to shut them. Probably those stated to be looted were among those which were closed but not locked. There is a story of a number of charred Japanese bodies being found in one strong room, but it lacks confirmation at present.

THE CALAMITY IN JAPAN.

HONGKONG RELIEF WORK.

A meeting of the Hongkong Japanese Earthquake Disaster Relief Committee was held yesterday, Mr. G. T. EDKINS presiding.

A RUMOUR DENIED.

The Hon. Mr. A. G. STEPHEN took the opportunity of informing the Committee that the report which appeared in the *Telegraph* last night, quoted from a Manila paper, with regard to the atrocities in Japan, was absolutely untrue. As regards Mr. Morrison, he was not murdered; he was killed in an accident.

FLOATING BASE AT YOKOHAMA.

With reference to establish a floating base at Yokohama, it was stated that since the last meeting of the Committee messages had passed which intimated that the Kobe Foreign Board of Trade had chartered the *Yamsang* and it was on its way to Yokohama. Pending the receipt of information as to when the ship would be available for relief work, the suggested guarantee towards expenses, promised by the Hongkong Committee, was held in abeyance.

LADIES' COMMITTEE.

The CHAIRMAN said the Ladies' Committee, under the direction of Mrs. Wolfe, had been working very efficiently and effectively and had collected a total of some 3,000 articles, which had been put into cases and marked in accordance with their contents. The ladies who help were Mesdames Harston, Bewis, Sayer, Roffey, Hornell, Sutherland, Cock, King, Redmond and Blaker. The Committee decided to send a letter of appreciation to those ladies for their assistance.

It was mentioned that special arrangements had been made by the Japanese authorities for the reception of this clothing, which had been forwarded to Kobe.

RELIEF FOR PASSENGERS IN TRANSIT.

It was reported that relief in money and kind had been supplied to about sixteen Europeans passing through on the *Dongola*, who were amongst the first to leave Japan and who, in the pressure of work there had been unable to obtain little more clothing than that which they had on. The Chairman said he considered the help given had been usefully expended.

TENTS FORWARDED.

It was also stated that 100 tents, very promptly made by the Kowloon Dock Company, had been forwarded to Japan by the *Haruna Maru*.

ADVICE FROM JAPAN.

As decided at the last meeting, a sub-committee had been formed in Japan and had sent the Committee a great deal of useful information. A message from them stated that the principal need of the Japanese at the present time was help in the form of remittances. The Chinese had ample food supplies, but required blankets and warm clothing for those remaining in Japan and money to repatriate those returning to China. There were about 1,400 Chinese refugees in Osaka, Kobe and Nagasaki, besides about 2,000 students and labourers in Tokyo. The sub-committee suggested a contribution even 10,000 to the local Chinese Fund. The Indians were amply provided for, the message stated, by their own organisations. Foreign clothing was required and later money would be needed to provide sustenance and for repatriating foreign refugees of all nationalities. The cost of transporting 200 Russians to various places would probably fall on the foreign Relief Committee.

COLLECTIONS BY LOCAL JAPANESE.

It was reported by the Japanese representatives on the Hongkong Committee that some $30,000 had been collected locally by the Japanese.

On the motion of the CHAIRMAN, seconded by Mr. W. B. WALKER, it was agreed to remit 100,000 yen to the Relief Bureau to Tokyo and mention that it included $30,000 collected by the Japanese in Hongkong.

CHINESE COLLECTIONS AND RELIEF WORK.

Mr. Ho Kwong reported that the Chinese had collected locally about $36,000 and had remitted to Kobe two sums of 5,000 yen each. Also they had given several hundreds of refugees small sums of money to assist them in getting home, which came to about $20,000 extra. The night boats had given free passages to all refugees. Another 500 were expected shortly and the Chinese were informed that there were still about 1,000 refugees who would be coming southward to either Hongkong or Shanghai. The balance in hand of the Chinese fund was now $5,300.

The Hon. Mr. A. G. STEPHEN: I propose that we remit Y10,000 more for the benefit of Chinese still in Tokyo.

The Hon. Mr. HOLYOAK seconded and this was carried.

Mr. Ho Kwong said that the vote would be highly appreciated by the Chinese.

(*Continued at foot of next column.*)

BIG ARMS SEIZURE.

IN FIRST CLASS CABIN OF "PRESIDENT MCKINLEY."

Two Chinese were charged before Mr. Wood at the Magistracy yesterday charged with being in illegal possession of 49 mauser pistols, 27 revolvers and 857 rounds of ammunition.

Inspector Spear, prosecuting, stated that Sergeant Snare boarded the *President McKinley* for the purpose of searching her when she arrived in the Harbour on the evening of the 23rd inst. He went to the first class cabins, and saw the first defendant come out of Cabin No. 114 carrying a bundle wrapped up in a pillow case. He asked him what was in the case, and on searching found a quantity of ammunition. Defendant tried to get away, but the sergeant pulled him back. He then saw the second defendant coming along the alleyway with a similar bundle, and saw him enter Cabin No. 120. He searched this bundle also, and found more ammunition. He then searched Cabin No. 114, and found under the bed a number of pistols, whilst in the floor of the adjoining bathroom he discovered the rest of the seizure. Both of the men were employed on the ship, and they must have secreted the arms without the passengers occupying the cabins knowing anything about it.

Mr. W. B. Hind appeared for the defendants and asked for a remand.

The application was granted, bail of $1,500 in each case being allowed.

PASSENGERS AND CARGO FOR JAPAN.

The Admiral Oriental Line inform us that they are in receipt of the following instructions :—

"Yokohama, You may book passengers on legitimate business, advising them that no train accommodations are available Yokohama-Tokyo. Cargo mails to be booked Yokohama and Kobe, discharge to be at ship's option."

The Admiral Oriental Line Office in Yokohama is temporarily with the American Consulate.

DISTRESSED FOREIGNERS.

The CHAIRMAN said that an outstanding feature of the distress caused by the disaster was the fact that a great many foreigners—British and others—with business interests of varying importance had gained their livelihood in Japan and, having now lost everything, were no doubt in extreme distress. As soon as it was indicated to the Committee that relief of this kind was needed he thought they should be prepared to give a prompt response. The best means, of course, was to put these people in the way of re-establishing their business. Perhaps it would be as well to let the sub-committee in Japan know that the committee was prepared to support them when they made definite recommendations.

The Consul-General at Kobe recently telegraphed "Suggest apply certain portion relief fund for British destitute merchants."

Mr. SUTHERLAND asked as to the availability of the Mansion House Fund.

The Hon. Mr. STEPHEN said that the case for substantial grants for this purpose from the Fund was being strongly pressed in London by Sir Newton Stabb and the Chief Manager of the Chartered Bank.

In this connection the Committee considered a telegram asking for a grant to Masonic bodies in aid of relief of members rendered destitute.

It was felt that if grants were made to societies a great many such applications would be received, with grave danger of over lapping, and it would be better therefore for cases of destitution amongst foreigners to be dealt with direct by the relief committees in Japan.

It was decided to put the question in this light before the Kobe Relief Committee.

CONGESTION OF SUPPLIES AT KOBE.

Mr. WALKER intimated that, according to reports received, Kobe was severely congested with materials of all kinds sent by way of relief and it was decided not to ship any further consignments except after advice from the sub-committee in Japan.

CONTRIBUTIONS FROM CANTON AND HOIHOW.

Acknowledgement was made of contributions of $3,500 subscribed in Canton, and of $700 by Hoihow residents, and it was reported that the local expenditure now amounted to $118,000, leaving a balance in hand of $241,000.

FUTURE NEEDS.

The CHAIRMAN remarked that relief work might be expected to become even more urgent in the winter. The reports he was getting in business letters tended to show that the devastation had not been exaggerated at all and Tokyo had been more badly damaged than the newspaper reports indicated.

The opinion of the committee was that funds must be conserved as far as possible with a view to meeting future needs.

SANITARY BOARD.

THE SUN COMPANY'S PREMISES.

PUBLIC LATRINES ON PRIVATE PROPERTY.

The Hon. Mr. H. T. Creasy, Director of Public Works, presided over the fortnightly meeting of the Sanitary Board, yesterday afternoon. There were also present: Dr. Ozorio, Mr. S. W. Tso, Mr. Wong Kwong-tin, Dr. W. W. Pearse (Medical Officer of Health) and Mr. S. Davies (acting Secretary).

After a number of formal items had been attended to, including the authorisation of Sanitary Inspectors Morgan and Elliott to enter premises and inspect and seize unwholesome meat, some discussion arose on an application from the Sun Company for "the modification of Section 175 of the Public Health and Buildings Ordinance" in respect of their premises.

It appears that the Company sometime ago secured a modification of the Section of the Ordinance by obtaining the Board's permission to cover in a certain portion of the premises with a skylight. The work was completed and now the Company were applying for a further modification of the Section of the Ordinance in respect to the erected skylight.

Mr. WONG KWONG-TIN asked for information as to whether there were modifications of a similar type in the city?

The MEDICAL OFFICER OF HEALTH, after replying in the negative, said that when the question was discussed a year ago a committee was appointed to go into the matter. The Committee recommended that the Section of the Ordinance be modified as a temporary measure until this departmental store had moved to the site for the new building. The store was composed of Chinese tenement houses which were unsuitable for their present purpose; nevertheless in view of the nature of the business carried on some concession was granted and the Company was permitted to erect a skylight over a portion of the premises. A large number of shopmen were employed in the establishment and worked very many hours every day, and they had to be considered; especially as there was such a lot of tuberculosis in Hongkong. He moved that the Board decline to grant any further modification of Section 175 of the Ordinance.

Dr. OZORIO seconded and after some further discussion the Medical Officer's motion was carried.

A QUARRY BAY MATTER.

Dealing with an application for the erection of three public latrines on Quarry Bay Inland Lot No. 8, Dr. OZORIO asked if it was not a fact that these latrines were to be erected on private property, belonging to the Taikoo Sugar Refinery, and if so was this in order.

The MEDICAL OFFICER OF HEALTH, replying, said the property did belong to the Taikoo Sugar Refinery, who had submitted the application for the public latrines. The houses in the vicinity had been supplied with latrines, but it had been found that the Chinese tenants used them as store rooms. If they used the private latrines they had to pay someone to keep them clean and therefore they preferred to use the nearest public latrine. The latrines would be privately owned but they were liable to be used now and again by outside members of the public, but that did not mean that there could be any objection to the latrines being erected.

Dr. OZORIO then asked under whose control the latrines would come and he was informed by the Medical Officer that there were Bye Laws covering this class of building which he though were quite sufficient.

The CHAIRMAN said he had visited some of these houses and he found on the lower floors small latrines in the neighbourhood of the kitchens. This was very objectionable. He did not see what objection could be raised to the erection of the latrines under discussion.

Dr. OZORIO said he was satisfied and the application was agreed to.

THE QUALITY OF THE WATER SUPPLIES.

Referring to the report from the Government Analyst on the public water supplies the CHAIRMAN said the Analyst had reported upon the water being satisfactory and of good quality with the exception of the supply to Shaukiwan which was not quite up to standard. Steps had been taken by the Water Authority to rectify this immediately.

This was all the business before the Board.

HIGHWAY ROBBERY IN KOWLOON.

A highway robbery occurred in Nathan Road, Kowloon, at about a quarter to eleven on Monday night. A Chinese woman was returning from Yaumati with a male relative to her home at 57, Haiphong Road, and had reached the Indian Mosque, near Whitfield Barracks, when three men jumped out and threw pepper into the eyes of herself and her friend. Two of the men pushed the woman to the ground, and the third dealt with the male relative. The two called for help, and the robbers made for Yaumati after having stolen a few articles of small value. One was subsequently arrested and has since been removed to hospital.

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" case " " "	... ... qts.	24.00

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$1 EACH.

1812—Hilo March. Kohola March.
2073—Hawaiian Breezes. Kawailau Waltz.
2614—Maria, Mari. Funicula.
2574—Arabian Dreams. Somewhere in Hawaii.
2509—O Solo Mio. My Hawaii
2253—Everybody Hula. Lei No Kaiu aui
2214—Pua Carnation. Palakiko Blues.
2033—Manua Kea. That Ukulele Band.
2077—Medley of Hulas. Waiu Lulilui.
2202—Medley Hawa Melodies. Kai Kahio Medley.

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NOTICE.

DIRECÇÃO DOS SERVIÇOS DE FAZENDA
(MACAO EXCHEQUER DEPARTMENT).

AS Several Firms with Head Offices in Europe and in America have asked for an extension of time to send in Tenders for the exclusive Rights of setting up and running Electric Power Machinery, a Wireless Station and Electric conveyances, the following is hereby again announced:

The Macao Government will receive Tenders for the concession of the following exclusive privilege in the City of Macao:

(a) Setting up and running a Wireless Station with sufficient power to guarantee communication with the Portuguese Colony of Timor.

(b) Setting up and running Electric Power Machinery for the Supply of Electric Power to the whole City and Harbour of Macao; also the Supply of Electric Light to private lands belonging to the Port of Macao.

(c) Setting up and running Electric Conveyances in the City and with Communication with neighbouring Chinese villages, when this right may be granted.

The Terms and Conditions may be seen in the Public Works Department, and in the Consulates General for Portugal in Shanghai, Hongkong and Canton, and Tenders will be received by the Chief of the Macao Exchequer, up to the 15TH of NOVEMBER, 1923.

Macao Exchequer Department, 15th September, 1923. [1350

VEREENIGDE NEDERLANDSCHE SCHEEPVAART-MAATSCHAPPIJ
(UNITED NETHERLANDS NAVIGATION CO.)

HOLLAND-OOST AZIE LIJN
(HOLLAND-EAST ASIA LINE).

NOTICE TO CONSIGNEES.

FROM ROTTERDAM, AMSTERDAM, HAMBURG AND BREMEN.

THE Steamship

"OOSTKERK (4)"

having arrived from the above ports, Consignees of Cargo by her are notified that all Goods are being landed at their risks into the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves delivery may be obtained.

Goods not cleared by the 1st October, 1923, will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined on the 29th Sept., 1923, at 10 A.M., by Messrs. Goddard & Douglas.

Claims against the Steamer must be presented in writing within 10 days after arrival of steamer, otherwise they will not be recognized.

No Fire Insurance will be effected by the undersigned in any case whatever.

Bills of Lading will be countersigned by
JAVA-CHINA-JAPAN LIJN,
General Agents.

Hongkong, 24th September, 1923. [1341

"GLEN" LINE, LIMITED.

NOTICE TO CONSIGNEES.

FROM UNITED KINGDOM, PORT SAID AND STRAITS.

THE Motor Vessel

"GLENLUCE"

having arrived from the above ports, Consignees of cargo by her are hereby informed that all goods are being landed at their risks into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by the 1st October, 1923, at Noon, will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined in the presence of Consignees by Messrs. Goddard and Douglas, on 1st Oct., 1923, at 10 a.m. Claims against the Steamer including those for cargo short delivered must be presented on the special form provided, and must also be submitted within 30 days of arrival, otherwise they will not be recognised.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by
JARDINE, MATHESON & Co., LTD.,
Agents.

Hongkong, 24th September, 1923. [1348

SS. "CAPITAINE FAURE"

COMPAGNIE DES MESSAGERIES MARITIMES

NOTICE.

CONSIGNEES of Cargo from DUNKIRK, ANTWERP, MIDDLESBROUGH, &c., in connection with above Steamer are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON, TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after the 1st October, 1923, at NOON, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 6th October, 1923, or they will not be recognized.

All damaged packages will be examined on Monday, the 1st October, 1923, at 10 A.M., by Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

R. BODENFUSER,
Acting Agent.

Hongkong, 25th Sept., 1923. [1349

HONGKONG WEEKLY PRESS.

CONTAINING ALL THE WEEKS LOCAL NEWS.

The Paper to send Home

INTIMATIONS

NOTICE OF REMOVAL.

THE Offices of the "HONGKONG DAILY PRESS" have been removed to 1A CHATER ROAD (3rd floor), to which Address all Correspondence should be directed.

Hongkong, 16th July, 1923.

DOUGLAS STEAMSHIP CO., LTD.

THE ORDINARY GENERAL MEETING of the above Company will be held at the Company's Offices, 20, DES VŒUX ROAD CENTRAL, on TUESDAY, the 2ND of OCTOBER, 1923, at 11 A.M.

The TRANSFER BOOKS of the Company will be CLOSED from the 22nd of September, to 2nd of October, both days inclusive.

DOUGLAS, LAPRAIK & CO.,
General Managers.

Hongkong, 13th September, 1923. [1311

JAPANESE EARTHQUAKE DISASTER.

HONGKONG RELIEF FUND.

NOTICE.

SUBSCRIPTIONS LISTS for the above Fund are open at the following places:—

HONGKONG GENERAL CHAMBER OF COMMERCE.
HONGKONG & SHANGHAI BANKING CORPORATION.
CHARTERED BANK OF INDIA, AUSTRALIA & CHINA.
MERCANTILE BANK OF INDIA.
INTERNATIONAL BANKING CORPORATION.
NETHERLANDS TRADING SOCIETY.
YOKOHAMA SPECIE BANK.
HONGKONG CLUB.

Cheques should be made out to the Order of the Japanese Earthquake Disaster Hongkong Relief Fund.

By Order,
D. K. BLAIR,
Secretary.
HONGKONG RELIEF COMMITTEE.

Hongkong, 10th September, 1923. [1297

THE HONGKONG AND WHAMPOA DOCK CO., LTD.

NOTICE IS HEREBY GIVEN That the SHARE REGISTER and TRANSFER BOOKS of the Company will be CLOSED from the 1ST to 8TH OCTOBER, 1923 (both days inclusive).

Warrants for the Interim Dividend can be obtained at the Office of the Company, 2, QUEEN'S BUILDINGS, Hongkong, on and after the 9th prox.

By Order of the Board.
E. COCK.
Acting Chief Manager.

Hongkong, 17th September, 1923. [1317

NOTICE.

THE DAIRY FARM, ICE & COLD STORAGE CO., LTD.

NOTICE TO SHAREHOLDERS.

THE TWENTY-SEVENTH ORDINARY ANNUAL MEETING of SHAREHOLDERS in the above Company will be held at the Company's Town Office, 2, LOWER ALBERT ROAD, Hongkong, on FRIDAY, 5TH DAY of OCTOBER, 1923, at NOON, for the purpose of presenting the Report of the Directors and Statement of Accounts to 31st July, 1923.

THE TRANSFER BOOKS of the Company will be CLOSED from 27th September to 5th October, 1923, both days inclusive.

By Order,
M. MANUK,
Secretary.

Hongkong, 19th September, 1923. [1327

A. O. LINE "CHANGSHA"
S/S. VOY. 53. N.

STRANDED S.E. OF SANDAKAN 20/8/23

CONSIGNEES of Cargo ex above Steamer are hereby Notified that a General Average has been declared in respect of the above Voyage of this Steamer and that they will be required to pay a deposit of 60% on the C.F.I. and E. value of their Cargo and to sign an Average Bond at the Offices of the Undersigned before delivery can be granted.

Salved Cargo is expected to arrive at Hongkong per ss. "NANCHANG" due about 6th October.

BUTTERFIELD & SWIRE
(JOHN SWIRE & SONS, LTD.),
Agents,
AUSTRALIAN ORIENTAL LINE.

1336]

NOTICE TO CONSIGNEES.

THE PENINSULAR & ORIENTAL STEAM NAVIGATION CO.'S STEAMER "NELLORE."

ARRIVED HONGKONG ON 22ND SEPTEMBER, 1923.

FROM ANTWERP, LONDON, GIBRALTAR, PORTSAID, ADEN, COLOMBO AND STRAITS.

CONSIGNEES of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed AT THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as the Goods are landed.

Optional goods will be landed here unless instructions have been given to the contrary six hours before arrival of the steamer.

Goods not cleared within 8 days, including date of arrival will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD & DOUGLAS, at 10 A.M., on Mondays and Thursdays.

All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godown.

MACKINNON, MACKENZIE & CO.,
Agents.

Hongkong, 22nd September, 1923. [137

INTIMATIONS

HONGKONG ST. ANDREW'S SOCIETY.

THE ANNUAL GENERAL MEETING of MEMBERS will be held in the CITY HALL on FRIDAY, 28th INST., at 5.45 P.M.

By Order,
D. K. BLAIR,
Hon. Secretary.

Hongkong, 17th September, 1923. [1324

THE HONGKONG JOCKEY CLUB.

THE FOURTH GYMKHANA MEETING will be held (weather permitting) at HAPPY VALLEY on SATURDAY, 6TH, and MONDAY, 8TH OCTOBER, 1923, commencing 3.15 P.M. each day.

The Charge for Admission to the Public Enclosure will be $1. Soldiers and Sailors in uniform Half Price.

Members are advised that they must show their Badges to obtain Admission to the Members' Enclosure.

Each Member has the right of introducing 2 Non-members to the Members' Enclosure, Tickets for whom can be obtained from Messrs. LINSTEAD & DAVIS at $5 each up to FRIDAY, OCTOBER 5TH.

The Stewards invite the Ladies of Hongkong to be present. [1340

MACAU FIRE BRIGADE.

NOTICE.

THE Inauguration of the new Headquarters, which has been Postponed from September 1st, will take place on the 3RD, 4TH and 5TH of OCTOBER NEXT.

LIEUT. GAUDENCIO DA CONCEIÇÃO,
Commander, Macau Fire Brigade.
[1339

G. R.

PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the Sale by Public Auction to be held on MONDAY, the 1st day of October, 1923, at 3 p.m., at the Offices of the Public Works Department, by Order of HIS EXCELLENCY THE GOVERNOR, of two Lots of CROWN LAND near Kowloon City in the Colony of Hongkong, for a term of 75 years, commencing from the 1st July, 1898, with the option of renewal at a Crown Rent to be fixed by the Surveyor of HIS MAJESTY THE KING, for a further term of 24 years, less three days.

PARTICULARS OF THE LOTS.

No. of Sale.	Registry No.	Locality.	Boundary Measurements. N.	S.	E.	W.	Contents in square feet.	Annual Rental.	Upset Price.	Amount of premium at which purchased.
			feet.	feet.	feet.	feet.		$	$	
1	New Kowloon Inland Lot No. 463.	Kowloon City to Mong Kok Tsui Road, North of Kowloon Inland Lot No. 1110.	As per sale plan.				About 12,800	58	13,130	
	New Kowloon Inland Lot No. 469.		Do.				12,800	56		

[2061

G. R.

PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the Sale by Public Auction to be held on MONDAY, the 1st day of October, 1923, at 3 P.M., at the Offices of the Public Works Department, by Order of HIS EXCELLENCY THE GOVERNOR of two Lots of CROWN LAND at Victoria Road in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of HIS MAJESTY THE KING, for one further term of 75 years.

PARTICULARS OF THE LOTS.

No. of Sale.	Registry No.	Locality.	Boundary Measurements. N.	S.	E.	W.	Contents in sq. feet.	Annual Rental.	Upset Price.	Amount of premium at which purchased.
			feet.	feet.	feet.	feet.		$	$	
2	Inland Lot No. 2441	West of I. L. 2381, Victoria Road.	As per sale plan.				About 31,715	146	1,343	
3	Inland Lot No. 2442	Do.	Do.				17,445	82	4,5[illegible]	

[2062

TO LET.

OFFICES in UNION BUILDING—One Room on Fifth Floor.

Apply
UNION INSURANCE SOCIETY OF CANTON, LTD

PREPAID "WANTED" ADVERTISEMENTS

Letters are lying at this Office for Boxes—XL, XS, 880.

JUST ARRIVED.—Cheque Perforators, Numbering Machines, Perforators (Cancel and Paid). RAMSAY & Co., Beaconsfield Arcade. [133

INTIMATION

IDEAL BEVERAGES

WATSON'S DRY GINGER ALE

Its dryness and aroma are features which give this drink the popularity it deserves.

"PYERIS"

SPARKLING MINERAL TABLE WATER

Healthful and Refreshing.
Blends excellently with Whisky.

WATSON'S STONE GINGER BEER

Prepared by a process of partial fermentation which gives it the distinctive flavour which is so pleasing to the palate.

"FORMAZONE"

Possesses the characteristic stimulating and refreshing qualities of Champagne; it has a delicious flavour.

Phone 436. Phone 436.

A. S. WATSON & CO., LTD.,

AERATED WATER MANUFACTURERS.

Hongkong Office: 1A, Chater Road.
London Office: 131, Fleet Street, E.C.

The Daily Press.

HONGKONG, SEPTEMBER 26TH, 1923.

CHINA FLOUTS THE POWERS.

THE reply of the Foreign Office at Peking to the Joint Note of the diplomatic representatives of sixteen Foreign States on the subject of the insecurity of foreign life and property in China, as exemplified in the Lincheng outrage last May, is the argumentative kind of reply that might have been expected from a Foreign Minister of the calibre and repute of Dr. WELLINGTON KOO. His Excellency argues the matter, as he argued Chinese questions at Washington, that is to say in a manner that suggests that efficient government exists in China, while all who know China are aware that it does not. When the Diplomatic Body presented its Note we recollect that *The Times* asked of what use it was to make demands upon a phantom Government which is neither able nor willing to grant them, and what was the use of menacing Tuchuns and brigands (which are really synonymous terms) when the menace is empty. The reply to the Note, while it is couched in the most diplomatically polite phraseology, amounts practically to a rejection of the Powers' demands. The Chinese Government disclaims liability for damages, but is willing to do what is equitable (in its own view, presumably) in regard to reparation to the foreign victims of the outrage; it does not agree to the demands of the Powers for guarantees for the future; and as regards the question of police protection of the railways, it says that this is a problem of internal administration and China cannot commit itself to any scheme which the Powers may present. For the same reason it does not accede to the Powers' demands in respect of sanction, "because they feel that the matter of punishment of Chinese officials and citizens should be dealt with under Chinese law." The reply adds that it is not the intention of the Government to refrain from punishing those responsible, but the obvious comment on this is that the Government is dealing with the chief culprits in so leisurely a fashion as to confirm the doubt as to its ability to fulfil the alleged intention. When the Foreign Minister says that the safety of foreigners in China has always been a subject of the deepest solicitude on the part of the Government, and ascribes the Lincheng outrage to "circumstances which could not be anticipated," it needs to be reminded that the Lincheng incident is not the only outrage of which the Diplomatic Body has cause to complain. Within the past twelve months the outrages committed against foreigners in various parts of China makes a very long list, and the Lincheng outrage is by no means the last of which the Chinese authorities have had cognisance through the customary official channels. It was to be expected that the reply would make much of the measures taken by the Chinese authorities (since the Lincheng outrage) for the suppression of banditry, but it is impossible to regard these measures yet as other than an attempt on paper to forestall the demands which the Government knew the Diplomatic Body intended to formulate. Whether these measures are a satisfactory substitute for the measures contemplated by the Diplomatic Body we have yet to learn. The Powers are not animated by hostility to China: they are in no doubt about the impotence of the Government and the general inefficiency of the administration, and the action taken by the Diplomatic Body was intended to be helpful to the authorities and beneficial not only to foreigners in China but to the Chinese people generally. It is impossible not to recognise that the atmosphere of suspicion of, and veiled hostility to, foreign co-operation exhibited in the reply is in consonance with a wide-spread public opinion in China. It can only be said in the circumstances that a continuance of the lawlessness and misgovernment which has marked the history of China during the past two years, must, sooner or later, lead to firmer action on the part of the Powers to hold the Chinese authorities strictly to account for the lives and property of their nationals throughout China, and for the persistent interference by the Tuchuns with the freedom of trade guaranteed by the Treaties. That must be the inevitable effect of the reply which the Chinese Government has returned to the Joint Note of the representatives of sixteen civilised countries.

According to a silk expert, raw silk alone was destroyed in the holocaust in Japan, worth sixty million yen.

There were 444 registered cases of small-pox, with 246 deaths, at Bangkok between the week ended April 28th and September 8th.

Mr. M. W. Pett, Chief of the Shanghai Fire Brigade, has arrived in Japan to make a survey of the fire-ruined areas in Yokohama and Tokyo.

At the meeting of the Legislative Council to-morrow two Bills are on the agenda for first reading and five for second second reading.

We received, *via* Siberia, yesterday a London letter dated August 30th, which shows that there is gradual improvement in the mail service by that route.

Commander T. B. Drew, O.B.E., who was for three years the first lieutenant-commander in the China flagship *Hawkins*, has just joined the *Vernon*, torpedo school, to command the coastal motor-boat base and flotilla at Haslar.

Mr. Quo Tai Chi, formerly private secretary to President Li Yuan Hung, and subsequently for a time private secretary to President Sun Yat Sen at Canton, has come down from Shanghai to Canton on what is called "a mission of much significance."

At the meeting of the British Bank for Foreign Trade, Mr. C. B. Crisp (the chairman) said that, owing to the condition of affairs in Europe, value of investments had dropped from £293,000 a year ago to £130,000, and considerable blocks of Brazilian and Chinese bonds had been realised.

The credulous throughout China will breathe a sigh of relief this morning to find that the prediction of a world-wide calamity—something in the nature of the end of the world—was not fulfilled. It is currently reported that in anticipation of the five days of Stygian darkness which the false prophet foretold there have been large purchases of candles in the Colony lately and that local stocks are exhausted. Many Chinese of more than average intelligence professed belief in the story, but when a foreigner suggested to one of these that he should make over his property to him to date from September 26th, faith in the prophecy seemed to vanish.

The marriage took place on August 30th, at Quendon Church, in Essex, of Mr. Archibald Rose, C.I.E., of Shanghai, son of the late Thomas Edward Rose, to Elsie Mabel, widow of Charles Augustus Fry and daughter of the late James Rolland Morse and of Mrs. Morse, of New York. The ceremony was a quiet one owing to mourning.

The cases of infectious disease notified to the Medical Officer of Health last week included 4 cases of small-pox, and 6 deaths from this disease during the week, all being Chinese cases. In the daily return for the 24 hours ended the 24th inst. three more cases were notified. Last week 3 cases of enteric fever were recorded, and on Monday three more cases were notified.

Sir Duncan Carmichael, of Mars Hill, Greenock, and of Messrs. Gray, Dawes & Co., a director of the Peninsular and Oriental Steam Navigation Co. and several other shipping companies and banking concerns, and for some years a member of the Bombay Legislative Council, who died June 22nd, aged 57, left unsettled personal estate in Great Britain valued for probate at £284,250, of which his holdings in War Loans amount to £134,110. The testator left £25,000 to Sir Gabriel Wood's Mariners Asylum, Greenock; £25,000 to the Orphan Homes of Scotland, Bridge of Weir; and £5,000 to the Children's Convalescent Homes, Greenock.

THE APPROACHING TYPHOON.

Yesterday morning the typhoon was reported by the Royal Observatory to be somewhere within the vicinity of Lat. 17 (N.) and Lon. 117 (E), which is just a little to the North of the Macclesfield Bank. Its position was then unknown. A later report, issued at noon, showed the position to have moved one degree nearer to the North and to the East of Hongkong. Its direction was still unknown.

THE SALVAGE OF THE "LOONGSANG."

The position as regards the salving of the s.s. Loongsang is still uncertain. We were informed yesterday by Mr. Miskin, Manager of Messrs. Gilman & Co. (Agents for Lloyds), that a Naval diver had been down to examine the wreck and he had confirmed the report of the first diver engaged to make an examination of the vessel. Both divers agree that the main damage to the *Loongsang* is a hole on the starboard side level with the foremast.

Since the receipt of this second report Mr. Miskin has cabled to the Underwriters for instructions as to the disposal of the vessel. Up to the present no reply has been received.

SPEEDING IN ABERDEEN.

EUROPEAN RIDER CAUTIONED.

Mr. W. Brown appeared before Mr. D. Melbourne at the Magistracy yesterday morning charged with exceeding the speed limit in a controlled area,—Aberdeen.

Inspector Kent, prosecuting, stated that the defendant was driving a motor cycle in Aberdeen when he noticed a police machine ahead of him. Instead of stopping behind the other machine, Mr. Brown forged ahead and passed it. This was against the regulations. The police cycle was being driven at about thirteen miles an hour, and at the time he passed Mr. Brown's speed was estimated at about twenty-five miles an hour. The Inspector went on to say that he had no wish to press the charge, but he wanted motorists to realise that this was a controlled area, and that they had to drive carefully in this locality.

Mr. F. G. Vaux represented the defendant, who did not appear, and pleaded guilty to the charge. He stated that Mr. Brown had misunderstood the driver of the police machine, who put out his hand from the handlebar, giving defendant the impression that he was being signalled to pass on.

His Worship cautioned the defendant.

PIRACY IN CHINESE WATERS.

HONGKONG LAUNCH THE VICTIM.

A Hongkong steam launch, the *Tung On*, was pirated in Chinese waters whilst journeying to Samshui, on the 12th inst. The piracy took place at about five o'clock in the morning, when the launch was towing up the river a couple of lighters laden with 4,500 bags of rice and 28 bags of vermicelli. The vessels had left Hongkong two days before. Just off Sai Ma Ling the launch was approached by two boats full of men, and ordered to stop. Six men armed with revolvers went aboard and forced the launch crew to go down below. They were afterwards joined by about thirty men, and the whole crowd commenced to work removing the cargo. The launch was released the same night. Cargo to the value of $40,000 was stolen, the owner being one Yue Wo Loong, of Hankow.

CABLES.

LATEST CABLES.

[THROUGH REUTER'S AGENCY.]

SCOTTISH MINING DISASTER

SIXTY-FIVE MINERS KILLED.

LONDON, September 24th.

Sixty-five colliers perished in a coal pit at Redding near Falkirk. The cause of the disaster was an inrush of water from a disused working above, owing to the collapse of a barrier.

Ten miners engaged in an adjoining section miraculously escaped.

[Redding is a mining village 2½ miles from Falkirk. The latter is 21 miles from Edinburgh.]

THE KU KLUX KLAN DISPUTE.

GOVERNOR WALTON SAYS SOLDIERS WILL "SHOT TO KILL."

OKLAHOMA CITY, September 24th.

Governor Walton has directed Adjutant-General Markham to "use all force and arms if necessary" to prevent the Lower House of Legislature from holding session on Wednesday.

He alleges that the session will be dominated by the Ku Klux Klan, which proposed to impeach him and says that the troops will be ordered to shoot to kill, if necessary, in order to prevent the assembly of the House.

RUSSO-PERSIAN INCIDENT.

RUSSIANS VIOLATE AGREEMENT.

SIMLA, September 24th.

Following the dispute regarding delimitation of the Russo-Persian boundary, Russians attacked and killed the Persian garrison of six men at Balyn Savar.

The Russians, despite Persian protests, occupied Enzeli in contravention of the Russo-Persian Agreement of 1921 in order to obtain old Russian concessions.

EARLIER CABLES.

DISASTROUS BALLOON RACE.

FURTHER FATALITIES REPORTED.

BRUSSELS, September 24th.

An American balloon, *U.S. Army 86*, participating in the Gordon Bennet race, was struck by lightning over Westetrode, Dutch North Brabant, and the aeronauts were killed. The American ballon *U.S. Navy 609*, landed without mishap at Putten, in Holland.

BRUSSELS, September 24th.

How disaster defel the Spanish balloon *Polar*, mentioned yesterday, is told by the surviving occupant, Gomes. He relates that it was decided to descend in consequence of a violent storm. When they were 350 feet from the earth, a peasant seized the guy rope, but lacked extra assistance. The rain-sonked ballast began to drop out in lumps instead of gradually, resulting in the balloon suddenly bounding up to four thousand feet. A crash of thunder and flash of lightning set the balloon alight. His companion collapsed in a heap. The balloon began to drop, aflame, and crashed violently. Gomes was hurled out of the basket, and broke a leg. He was rescued by watching peasants.

The Swiss ballon *Geneve* was also struck by lightning, and crashed with tremendous impact. Six balloons, including a British one, are still unaccounted for.

BRUSSELS, September 24th.

The British balloon *Margaret* descended in the sea twenty-eight miles north-west of Skagen, Denmark. The crew are safe, and the balloon has been towed into Gothenburg.

LATEST CABLES.

SPANISH NAVAL OFFICERS INJURED.

AMSTERDAM, September 24th.

The Spanish balloon Espheria, a contestant in the Gordon-Bennett race, landed on Sunday night at Woldendorp in the province of Groningen, Holland.

Two naval officers aboard were injured when the balloon came into contact with an electric light wire.

EARLIER CABLES.

GERMAN UNREST.

SEPARATE REPUBLIC DEMANDED FOR RHINELAND.

BERLIN, September 24th.

The Socialist group has passed a resolution of disappointment in the Government and non-confidence in the Minister of Defence (Geisler. The latter, defending his policy at a meeting of the Democratic party in Berlin, dealing with rumours of an impending revolt, declared that if it came to a fight the Reichswehr would execute his orders promptly.

PARIS, September 24th.

A message from Wiesbaden states that a meeting of five thousand adherents of the Rhineland Republican party has passed a resolution claiming the independence of the Rhineland and requesting Franco-Belgian help for this purpose.

COMMUNISTS AND NATIONALISTS COLLIDE.

BERLIN, September 24th.

Two were killed and eleven seriously injured in a collision near Leipzig between Communists and members of the Nationalist organisation known as Stahlhelm.

PASSIVE RESISTANCE ABANDONED.

BERLIN, September 24th.

Herr Hugo Stinnes was among the Ruhr representatives who today conferred with the Imperial Government as regards the question of abandonment of passive resistance. It is unofficially known that the majority of the delegates favoured abandonment, on the ground that passive resistance recently has been benefitting the French more than the Germans, and the financing of resistance is using up paper marks to such an extent that it is literally impossible to produce them.

Herr Stresemann is now conferring with the party leaders and State Premiers, and will address the Reichstag on Friday. The papers point out that this is the most critical week since the Republic was created. All but the ultra-nationalists admit the necessity for the abandonment of passive resistance.

LATER.

In the course of a meeting of party leaders, Herr Stresemann accepted responsibility on behalf of the Government for ending passive resistance. The representatives of the occupied territories undertook to lead the population back to orderly work.

LATEST CABLES.

ADVISABILITY OF ABANDONING PASSIVE RESISTANCE QUITE CLEAR.

BERLIN, September 24th.

An official communiqué indicates that Herr Stresemann did not experience any difficulty in convincing the participants in the succession of conferences that, owing to financial exhaustion, the inevitable conclusion must be drawn that passive resistance was likely to become a weapon against the people themselves.

The Chancellor declared that efforts towards securing the return of persons expelled, the liberation of those imprisoned and the reparation of civil rights in the Ruhr as a condition of the abandonment of resistance, had proved abortive, but he promised he would continue to insist on these concessions.

EARLIER CABLES.

AMERICAN IDEALS.

NEW PRESIDENT'S FIRST ADDRESS.

WASHINGTON, September 24th.

President Coolidge made his first public address since becoming President at the annual convention of the American Red Cross. He declared that faith in things spiritual, tempered with commonsense, was the kind of practical idealism reflected in the history of the United States. The American people were not likely to adopt any other. This idealism was illustrated by the men who went to the rescue of Europe when the liberty of the world was at stake, but who after victory retired from the field "unencumbered by spoils, independent, unattached, and unbought." Another illustration was the American response to the appeal for five million dollars for Japanese relief, to which about double that sum had immediately been contributed. Men were gradually learning that great wealth and a mighty army and navy were not the real rulers of the world, and civilisation was relying more and more on moral force. It was the Red Cross application of this principle that made it such a tremendous success.

LATEST CABLES.

THE EARTHQUAKE IN JAPAN.

DIET TO BE CONVENED AT END OF NOVEMBER.

OSAKA, September 24th.

It is reported that the Cabinet has decided to convene an extraordinary session of the Diet at the end of November.

EARLIER CABLES.

EARTHQUAKE IN PERSIA.

OVER ONE HUNDRED PEOPLE KILLED.

TEHERAN, September 24th.

Earthquake shocks on Thursday at Bujuurd, in the province of Khorassan, caused considerable damage. Several villages are reported to be completely destroyed, and the casualties hitherto are 123 dead and a hundred injured. The shocks continue. Damage has also been done at Shirwan.

SIMLA, September 24th.

There was a severe earthquake in Kerman, Persia, on the twenty-third. The first shock lasted two minutes, and there were four subsequent shocks during a period of ninety minutes. Considerable damage has been done to buildings, but there was no loss of life.

NEW YORK PRESSMEN'S DISPUTE.

UNION PRESIDENT DETERMINED TO BREAK STRIKE.

NEW YORK, September 24th.

The paper-handlers and sheet straighteners, who struck in sympathy with the local printers, have returned to work, after the printers' refusal to obey the order by the International Pressmen's Union to return. Mr. Berry, the president of the Union, says the Union proposes to bring in all the Union men from all the rest of the newspaper offices in the United States and Canada, if necessary, to put New York newspapers on a normal basis. The Union will stop the other newspapers if necessary, so that the New York papers may be printed.

UNPROFITABLE U.S. SHIPPING BOARD VESSELS.

WASHINGTON, September 24th.

The Shipping Board has informed President Coolidge of its inability to suggest a plan for profitable operation of the Government merchant fleet. It is pointed out that owing to the factors weighing against American shipping the best thing lies in a reduction of losses to a minimum. The Board meanwhile is working on a compromise plan to replace the Lasker-Farley scheme, which the Attorney General has declared illegal.

MISHAP TO AMERICAN SEAPLANE.

LONDON, September 24th.

The American 700 h.p. Navy Wright-Favourite Schneider machine, which was to have taken part in the international seaplane race at Cowes on September 28th, crashed into the sea near Portsmouth, and was wrecked. The occupants were unhurt.

RECOVERY OF ALLIED CURRENCIES.

LONDON, September 24th.

A feature of the exchange markets during the past fortnight has been the recovery in value of Allied currencies. The French franc is now 74 to the pound sterling compared with 81.85 on September 8th. The Belgian franc quotation is respectively 84.60 and 99.55, and the lire 99.12 and 104¾.

LATEST CABLES.

HOME FOOTBALL

SCOTTISH LEAGUE.

SHANGHAI, September 24th.

Following are the Scottish League results:—

Aberdeen	1	Queen's Park	1
Celtic	3	Morton	0
Rangers	2	Clyde	1
Third Lanark	2	Partick	4

FAR EASTERN CABLE NEWS.

[THROUGH REUTER'S AGENCY.]

STILL ANOTHER BANDIT OUTRAGE.

CHINA INLAND MISSION LADIES ABDUCTED.

SHANGHAI, September 25th.

It is reported from Chowkiakow, Honan, that bandits captured Sihwa on Sept. 23rd, and carried off China Inland Missionaries Miss Barrocci and Miss Sharp.

THE PRESIDENTIAL ELECTION.

SHANGHAI, September 25th.

It is understood that the two circular telegrams mentioned yesterday were not issued, having been withheld at the last moment.

[The Reuter's telegram yesterday stated: The Tuchun of Chekiang, Lu Yung Hsiang, has issued a circular telegram denouncing the Presidential election in Peking and stating that he will not recognise Tsao Kun as President, even if he is elected. Dr. Sun Yat Sen, the Tuchun of Yunnan (Tang Chi Yao), Chang Tso Lin, the Kuomingtang leaders Tan Yen Kai and the Szechuen General Hsiung Hen Wu have jointly circulated a similar message.]

S.S. "CHANGSHA" REFLOATED.

ARRIVES AT SANDAKAN.

SYDNEY, September 25th.

The steamer *Changsha* has been refloated and has arrived at Sandakan.

[A Reuter's cable message from Sydney dated August 21st, stated that the steamer *Changsha* was ashore on a reef, 150 miles from Sandakan. She was in no danger, but had eight feet of water in the forepeak and eleven feet in number one hold. The other holds were dry. The *Changsha* was awaiting refloating with the help of a salvage steamer.]

REPORTED LOAN TO CHINA.

CHINESE PRESS RUMOURS UNFOUNDED.

LONDON, September 24th.

As regards the recent statements which appeared in the Chinese Press, C. B. Crisp and Company state that no money can be advanced by them until Parliament has approved of the loan contract, and the new loan could not be marketed before the Marconi and Vickers defaulted loans have been provided for.

The negotiations that were afoot have been in abeyance for some time and the firm's representatives at Peking cannot take further action until they have received new instructions. It would therefore appear that many rumours circulated by the Chinese Press with regard to the new loan are unfounded.

[FROM THE "DAILY BULLETIN."]

"ROUND-TABLE" CONFERENCE.

SHANGHAI, September 24th.

The Chinese Chamber of Commerce unanimously resolved to support Sir Robert Ho Tung's "Round-Table" Conference.

The Chamber invites all the provincial Chambers of Commerce also to support the scheme.

CHINESE EASTERN RAILWAY.

PEKING, September 24th.

Mr. C. C. Wang has resigned his post of Director of the Chinese Eastern Railway owing to severe illness.

TABLOID BEER!

GERMAN INVENTION FOR GIVING AMERICA "HOME-BREWED."

Two Americans now in Germany are ready, says the *Central News Berlin* correspondent, to defy the Prohibition Act by flooding the United States with beer *in tabloid form*, following the discovery of a German preparation developed by brewers in Berlin to aid in averting the impending grain famine.

According to these gentlemen, the preparation cannot be barred from American customs, but, once a small package is in the hands of a home-brewer, all he has to do is to throw it into thirty-five quarts of water and in twenty-hours he has the equal of the best brew that ever foamed over stoins in Berlin, Munich, or Pilsen.

Trial packets have been sent to one of the Americans, and, as a result, orders have been received to warrant the manufacture of millions of packages. The Germans themselves, owing to the increasing price of beer, are already using the formula in wholesale quantities.

TRAM FARES IN SHANGHAI.

PROPOSAL TO INCREASE THEM—AND THE REASON WHY.

In the *Municipal Gazette* of Shanghai correspondence is printed with reference to a proposal to increase the tramfares from September 16th, a step claimed to be necessary in view of the depreciation in copper coinage. The Shanghai Electric Construction Co. has thus notified the Shanghai Municipal Council.

The Council have requested the Co. to postpone the provisional date in order to allow the Council to make a full investigation of the case, which, the Council admits, is very strong.

THE COMPANY'S VIEWS.

The grounds for the proposed increase are set forth in a letter to the Council by Mr. Donald McColl, General Manager of the Company, which states that for the five years 1915-1919 the depreciation of the copper coinage averaged 25.74 per cent. During these years the fares charged were well below the Concession Scale and except for the abolition of the one-cent fare, the sections and fares now in force are exactly as they were then. Since May, 1923, the depreciation of copper coinage has averaged 44 per cent. The percentage of additional loss on every 100 copper coins collected is as follows:—

	Loss.	Balance (cents).
1915-1919	.....25 per cent.	75
May-July, 1923	.....44 per cent.	56

This, in effect, amounts to a reduction in fares of 25 per cent., which has, of course, brought about an appreciable increase of passengers beyond the normal increase, Mr. McColl states. He adds: It is now evident, however, that the copper coinage has sunk to a level from which it is not likely to rise until the general administration of China becomes honest and efficient, of which there is little early prospect.

PROPOSED INCREASE.

The present fare section points are generally at the most suitable positions and it is not proposed to change any of them. What the Company suggests is that where, for instance, four quarter mile sections (3rd class) can now be travelled for 2 cents, three sections will be the distance for this fare, thus restoring the net charge per mile to the same figure as in the years 1915 to 1919. The average distance proposed for this fare is 0.71 mile, instead of 1.05 mile at present. The same principle is applied to other fares, except that it is not proposed to increase the present maximum fares, viz., 12 cents 1st class and 8 cents 3rd class.

The minimum 1st class fare is suggested to be 4 cents in order to assist towards discouraging short distance passengers of the poorer class from using that compartment.

Present average charge per mile: 1st class 2.94 cts.—25 per cent. equal 2.21 cts., 3rd class 1.86 cts.—25 per cent. equal 1.40 cts. Proposed average charge per mile: 1st. class 3.01 cts.—44 per cent. equal 2.02 cts., 3rd class 2.22 cts.—44 per cent. equal 1.24 cts.

Summarized, the comparison of the present and proposed scales is as follows:

PARTIALLY OFFSET LOSSES.

The proposed average charges per mile as shown above only partly offset the increase in the depreciation of coinage which has taken place since the five years period ending 1919, states Mr. McColl.

With the Council's approval it was proposed to introduce these changes on Sunday, September 16th, 1923.

The Season Ticket rates should remain unchanged, but it is proposed to discontinue, at the end of September, 1923, the Limited Seasons (at $4 monthly) introduced in January, 1921. Comparatively few are issued and they entail considerable trouble and are frequently abused

KHYBER PASS MURDERS.

HOW ASSASSINS ESCAPED FROM KABUL.

A Calcutta message of August 31st states:—

The latest Frontier despatches state that the Landikotal murderers of Majors Orr and Anderson have joined the Kohat murderers of Mrs. Ellis, and that the two gangs are now sheltering in Nazian Dehra, beyond the Kahat border, in an inaccessible watershed overlooked by Safed Koh, the "White Mountain."

Great indignation is expressed over the circumstances of the escape of the Landikotal assassins from Kabul gaol, the opinion being that the incident discredits the Afghan Government's gaol administration and discipline. While the Amir is making every effort, with the sympathy of friendly nations, to reform and reconstruct his country, this incident indicates a state of affairs at Kabul which leaves much to be desired, and detracts from the high opinion recently formed of the increasingly progressive and enlightened administration of Afghanistan.

The official view in India is that the Afghan Government must, in the interest of its own prestige and the efficiency of its police arrangements, secure the early arrest of the two gangs which have found an asylum in its territories. Although the murders are hiding in a place that is described as inaccessible, it should not be difficult for Pathans themselves to penetrate it and arrest the guilty.

Meantime, the Indian Government anxiously awaits further reports from Kabul.

At Cologne last month a Frenchman named Jean A. Matinel was found guilty by a British Summary Court of grossly insulting the British flag. The president warned him that he deserved a long term of imprisonment, followed by expulsion, but that the British Commander-in-Chief, who had great regard for France and the French army, had, for these reasons, taken a lenient view. Prisoner was bound over.

ECONOMIC OPTIMISM.

WHAT THE MAN OF VISION SEES AT WEMBLEY.

Mr. William Graham, LL.B., M.P., says it is to be hoped that the masses of men and women engaged in industry and commerce will take a broad view of the possibilities of the British Empire Exhibition at Wembley. As an immediate means of providing employment the scheme is by no means negligible. Already there are thousands of men engaged in clearing the ground, erecting in reinforced concrete the huge machinery and engineering halls, both of them five or six times the size of Trafalgar Square, building the five railway bays into which much of the most valuable machinery of the Empire will be run, laying out the sites of the Australian, Canadian, Indian and other contributions, preparing the artificial lake and the ample sports ground, with the magnificent drive which leads from the entrance to the Exhibition to the Stadium itself, and in establishing the railway and other communications all strictly necessary in a vast enterprise of this kind. Even a short visit encourages economic optimism, for this is a corner of the country which is in very definite industrial action.

THE INVISIBLE.

All that may at the moment be regarded as the visible spectacle. What of the invisible? Beyond this the man of vision will see the rolling territory of Canada, the great uncultivated expanse of Australia, the mines and the crops of South Africa, the possibilities of Malaya, apart altogether from the wonderful resources of the heart of the Empire itself, with its hundred and fifty years of industrialism and its desire to reach out into new departure in economic effort richer and broader and more humane and more genuinely democratic than any of their predecessors. We can pack a remarkable economic message into this Exhibition if we care. And we can also do much to lay the foundations of a much more efficient industrial order.

Broadly, there will be two influences in this enterprise. Much of our commercial difficulty or hesitation is due to simple ignorance. We do not know the resources of the component parts of the Empire; our demand tends to be restricted to what we can see and handle immediately; in the best of us there is an insularity which is a substantial hindrance to true economic progress.

A GREAT AIM.

If the Exhibition succeeds in introducing to millions of people the goods and services of the Colonies, and those of India—for it will have no mean part in the story of Wembley—it will redirect a considerable part of human demand. The bearing of that on unemployment is obvious; in a sense it is the real guarantee of useful employment. The first influence therefore, which we are going to strengthen for all classes is the influence of knowledge.

There is also the influence of security. Some time ago a distinguished economist directed attention to the strange fears of innumerable business men in the development of their oversens trade. They had not been able to visit the Colonies. They had been influenced by newspaper accounts of political and other change. They were not sure that in the Colonies there was that foundation in strict material effort which is part of the security in business development. Of course they knew of harvests and different kinds of industrial research and progress—but they had not seen them at first hand. For that reason they had often an incomplete confidence in overseas trade, and many of them preferred to jog along, as they put it, with a more restricted domestic market which they knew and understood. Wembley will dissipate such restrictive tendency.

MUCH IN LITTLE.

It must be remembered that unemployment, a comparatively poor standard of life, indifferent remuneration of both capital and labour, often begin in sheer lack of economic vision. There is a wonderful field for the true security of the forty five millions of our people within the Empire itself—that is security in their occupation and income. Hitherto we have not quite realised the fact. Travellers have helped us to conquer our commercial doubt. The Exhibition will be a convenient way in which, for little more than a shilling, millions of people will be able to travel round the possibilities of Imperial economic development in a few hours.

In all this effort there is no desire to forget the real character of British trade. The aim will be rather to put the Imperial contribution in its international setting, for Great Britain will always have a very close connection with innumerable other countries in the world. But the Exhibition will do much to remind us that the Empire can be the pioneer in all departments of industrial progress. That is a legitimate mission, the fruits of which will ensure not only the benefit of the British people wherever found but the economic advancement of the world as a whole.

REWARDED FOR RESCUING FATHER MELOTTO!

The Central Government at Peking has received a brief message from General Chang Fu Lai of Honan, reading: "I have received your telegram and Brigade Commander Ko has been rewarded according to your order for his rescue of Father Melotto from the bandits."

The Waichiaopu is stated to have received a despatch from the Italian Minister requesting that a sum of $75,000 be paid to the family of the late Father Melotto.

[This aged priest after being held in captivity for many weeks, was finally killed by being stabbed in the abdomen.]

Among matters discussed at the Pan-Pacific Science Congress, at Melbourne, was the question of charting afresh the Great Barrier Reef, which was described as the wickedest region in the world of navigation. Professor Richards stated that between 1891 and 1918 no fewer than 388 vessels, including 201 steamers, were lost in these treacherous shoals, involving 102 lives.

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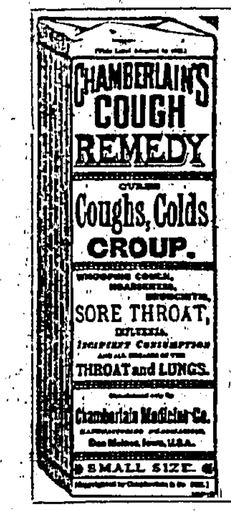

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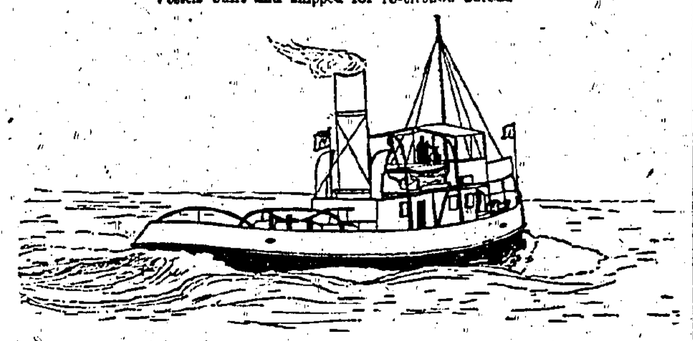

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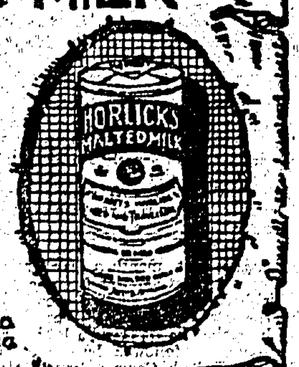

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GERMAN MAYOR'S GAY EVENING.

TELL-TALE POSTCARD.

The mayor of a provincial town was bewildered recently by the receipt of a summons to go to Berlin as a witness at the trial for theft of a person called Hedweg Schmidt.

Neither he nor his wife knew anybody of the name, and it was only after they had solemnly discussed the matter that the mayor was seized with the suspicion that this Hedwig might be a young person with whom he had had a festive supper in Berlin some weeks before.

Of that supper his wife knew nothing, and all he could remember of it was that he had had too much champagne and next morning had found his watch missing.

On entering the court he found his suspicion was only too true. It was the attractive-looking person in a bewitching frock and hat on the prisoners' bench with whom he had had that supper.

"Do you know the prisoner?" asked the judge.

The wretched mayor, knowing that his wife, who had insisted on accompanying him, was then seated in the body of the court, declared that he had never seen the young person before.

"Then how is it that a postcard addressed to your wife and signed by you was found in the prisoner's handbag?" asked the judge severely.

"OH! YOU SERPENT!"

At this point a shrill voice rose. "Oh! you serpent!" cried the wife, and banged the door of the court as she went out.

"Arrest that woman!" shouted the judge.

"It is my wife," said the mayor meekly.

The judge smiled, and withdrew his order.

Then, his wife gone, the mayor told the truth. He had supped with the charming Hedwig, and, being uncertain whether his hand was steady enough to post a letter, had given the picture postcard to the young person to post. It was found in her handbag, together with the mayor's watch, when she was arrested on a series of charges of theft.

Hedwig got six months, the mayor got his watch—but one's blood runs cold to think of the lifelong price he will have to pay for its recovery.

MUSIC AT MEALS.

MR. CHESTERTON ON TOO MUCH OF A GOOD THING.

It is not greedy to enjoy a good dinner (says Mr. Chesterton in the *Illustrated London News*), any more than it is greedy to enjoy a good concert. But I do think there is something greedy about expecting to enjoy the dinner and the concert at the same time. I say trying to enjoy them, for it is the mark of this sort of complex enjoyment that it is not enjoyed. The fashion of having very loud music during meals in restaurants and hotels seems to me a perfect example of this chaotic attempt to have everything at once and do everything at once. Eating and drinking and talking have gone together by a tradition as old as the world; but the entrance of this fourth factor only spoils the other three. It is an ingenious scheme for combining music to which nobody will listen with conversation that nobody can hear. Recall some of the great conversations of history and literature; imagine some of the great and graceful impromptus, some of the spontaneous epigrams of the wits of the past; and then imagine each of them shouted through the deafening uproar of a brass band.

It seems to me an intolerable insult to a musical artist that people should treat his art as an adjunct to a refined gluttony. It seems a yet more subtle insult to the musician that people should require to be fortified with food and drink at intervals, to strengthen them to endure his music. I say nothing of the deeper and darker insult to that other artist, the cook, in the suggestion that men require to be inspired and rallied with drums and trumpets to attack the dangers of his dinner, as if it were a fortress bristling with engines of death. But in any case it is the combination of the two pleasures that is unpleasant. When people are listening to a good concert they do not ostentatiously produce large pork-pies and bottles of beer to enable them to get through it somehow. And if they do not bring their meals to their music, why should they bring their music to their meals?

FORTUNES IN STREET SINGING.

£10 A WEEK AND NO INCOME TAX.

One of the surest ways to make money appears to be to go out into the street and sing, says a Home paper.

This was the experience of a young Manchester man, Joseph Stafford, who, when he and a companion were fined at Willesden, N.W., went into the street and sang for a few hours and earned enough to pay both fines.

London is flooded with street singers and musicians, and many of them find it a very paying occupation.

Recently a well-dressed man made a round of the South Coast with a tin whistle. Afterwards he was seen to leave a good hotel and drive off in a motor-car with every appearance of prosperity. He had whistled himself into affluence.

A street singer in a London police court recently said he could earn £1 an hour by his gutter performances. He had refused an offer of £8 per week on the music-hall stage.

In Nottingham street musicians refused comfortable situations in orchestras, stating that they were able to earn £10 a week without having to pay income tax.

It is stated that the public are more inclined to give money to a well-dressed man singing or playing in the street than to a man wearing shabby clothes.

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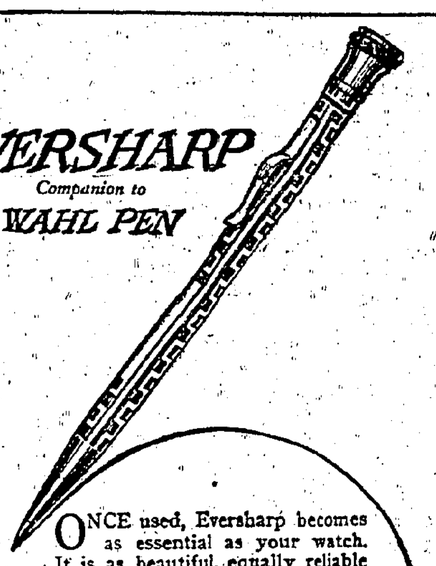

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Miyajima:— Miyajima Hotel
Miyanoshita:— Fujiya Hotel
Nagasaki:— Japan Hotel
Nagoya:— Nagoya Hotel
Nara:— Nara Hotel
Nikko:— Kanaya Hotel, Nikko Hotel
Osaka:— Osaka Hotel
Shimonoseki:— San-ye Hotel
Shizuoka:— Daitokwan Hotel
Tokyo:— Imperial Hotel, Omori Hotel, Tokyo Station Hotel, Tsukiji Seiyoken Hotel
Yokohama:— Grand Hotel

IN TAIWAN (FORMOSA)
Taihoku:—Taiwan Railway Hotel

IN CHOSEN
Fusan:— Fusan Station Hotel
Keijo (Seoul):— Chosen Hotel
Shingishu:— Shingishu Station Hotel

IN MANCHURIA
Changchun:— Yamato Hotel
Dairen:— Yamato Hotel
Hoshigaura:— Yamato Hotel
Hoten (Mukden):— Yamato Hotel
Ryojun (Port Arthur):— Yamato Hotel

FLOTSAM AND JETSAM.

VICTIM TO SCIENCE.

For 15 years a victim to X-rays dermatitis (inflammation which destroys the skin), contracted during his long service as senior radiographer at the London Hospital, E., Mr. Reginald G. Blackall had his right hand amputated recently.

Last February Mr. Blackall had his left hand removed except the thumb. Though only 40, he has been unable to do active work for two years, but he still acts in an advisory capacity to the hospital.

SLEEPINESS IN CHURCH.

The Bishop of Durham, writing in his Diocesan *Gazette*, draws attention to the ventilation of churches, which in his opinion is often atrocious. He is sure that much of the inattention and restlessness of congregations arises from the fact that they are breathing a thoroughly vitiated atmosphere. In the Church's ministry nothing is unimportant, and he is convinced that the ventilation of parish churches tells more directly on the efficiency of the ministrations of the clergy than many other circumstances which may seem to be more plainly relevant.

MR. CHEVALIER'S WILL.

Mr. Albert Chevalier, the comedian, who died on July 10th, aged 62, left estate of the gross value of £7,161 to his widow absolutely.

The estates of other well-known performers who were his contemporaries were:

Richard Corney Grain	£18,950
Frederick Hobson (Fred Leslie)	£16,113
George Wild Galvin (Dan Leno)	£10,894
Frederick Burgess	£10,894
Herbert E. Storey (Herbert Campbell)	£4,777
Walter Pink (Wal Pink)	£1,204
Matilda Dillon (Marie Lloyd)	£7,354
Dame Genevieve Ward	£9,354
Evangeline Kennedy (Kate Santley)	£14,257

PRODIGAL NATURE.

According to Professor August Krogh, of Copenhagen University, if the blood-vessels of an average sized man were placed in a straight line continuously, they would reach around the globe two and a half times. In a piece of muscle with a cross-section the size of a pin there would be 200 muscle fibres and 800 capillaries. Only while the blood is passing through the capillaries can it come in close enough contact with the tissues actually to furnish them with nutriment. Each capillary has a separate nerve of its own which enables it to close or open. When a muscle is being worked it needs considerable food and oxygen, nearly all the capillaries will be found open, while during rest a number of them will be closed.

AUTOMATIC RAILWAY.

TRAINS WITHOUT DRIVERS AT 35 MILES AN HOUR.

Trains without drivers will soon be running under London at 35 miles an hour.

In 1914 the Post Office started to build a tube 9ft. in diameter from Whitechapel to Paddington with a view of speeding up the conveyance of mails.

The tunnel has been finished for some time, and at the end of last year the cost of the work then completed was given as £1,129,000. During the war many treasures were safely hidden in its depths.

The authorities had been waiting to start the installation of the necessary electrical equipment until there was a reduction in costs. Now they have given orders for the work to be proceeded with.

This miniature railway has a single tube 9ft. in diameter and 6½ miles long. Running on two narrow gauge tracks trains will travel in opposite directions at 35 miles an hour, slowing down to about 12 miles at the stations.

The trains will be controlled by distant switches and loaded and unloaded by automatic devices.

Many mail vans will be taken off the congested streets when the tube starts to work.

Nearly 1,000 men will find employment for a year at the work, and it is stated that the cost of completing the tube will be about £500,000.

MURDERER'S STRANGE ATONEMENT.

Fernand Lecleroq, a murderer who now awaits execution in Santé Prison, is showing in a curious fashion his desire to atone for his crime as fully as possible. When he was sentenced to death by the Seine Assize Court, Lecleroq publicly offered to give his body to the medical faculty for experimental purposes. He refused to allow his case to be carried to the Court of Appeal, and has forbidden his counsel to address the usual request for mercy to the President of the Republic. He insists on paying his debt to society, and his only preoccupation now is to decide to which of the many claimants he shall give his body. He has, however, rejected one proposal from a scientist who wants to make his blood begin to circulate again after his execution. This scientist claims that he has already succeeded in causing the blood of carp, rats, and guinea-pigs to circulate after death, and he proposes to apply his method to the human body by removing Lecleroq's heart after an injection of albumose into his veins to prevent the coagulation of the blood and by substituting for this vital organ an artificial heart, which consists of tiny electric pumps. The doomed man has decided against this interesting *post-mortem* adventure, and has intimated that in whatever way scientists may elect to use his body he must be allowed to remain dead after his execution.

SAYINGS OF A WEEK.

If Germany dies, then Europe dies also.—*Herr Stresemann.*

Work for wages must take the place of relief for idleness.—*Mr. Clynes.*

No one is grateful to us for what we did in the war.—*Mr. Oscar Browning.*

When idiom is up against logic, idiom must always win.—*Mr. Frank Jones.*

The most fatal disease of our times is introspection.—*Dr. Edward Lyttelton.*

Too many newspapers, too many cinemas fritter away the soul.—*Mr. H. A. L. Fisher.*

The danger of Europe to-day is a nationalism which has gone wrong.—*Mr. Lloyd George.*

The world is going under, and Great Britain is taking the lead to save it from disaster.—*General Smuts.*

There is some music you can't, some you won't, some you shouldn't, and some you must listen to.—*Sir Hugh Allen.*

Our presence in Europe is desired simply and solely because of our sword and our purse.—*Senator Hiram Johnson.*

The tariff is a joke, but it is apt to hang on until the people learn that special privileges do not pay.—*Mr. Henry Ford.*

I do not believe there is a single person who would not love mathematics if it were taught properly.—*Dr. T. Percy Nunn.*

France has inflicted a deep injury on the whole conception of friendliness and fellowship in human intercourse.—*Lord Parmoor.*

Economic laws are beyond human controversies; if they hold good in Germany they are valid in France, and *vice versa*.—*The Financial News.*

Peace in Europe is our chief interest, for without peace trade cannot be restored. Poincaré's policy means chronic war.—*Mr. A. G. Gardiner.*

For the next few years the cable industry, whether general trade is good or bad, is bound to do well.—*Viscount Grimston* (Enfield Cable Works).

The best Temple of Peace for an Englishman is another super-dreadnought floating on the blue waters.—*Professor John Satterly* (Toronto).

There are 800,000 young men in this country who have never been to work at all, because there has never been any for them since they left school.—*Mr. Frank Bramley.*

The fashion of having music during meals is an ingenious scheme for combining music to which nobody will listen with conversation that nobody can hear.—*Mr. G. K. Chesterton.*

If the State could be set to work to clear out slums and house the population decently, the work of the elementary school would be sensibly improved.—*Right Hon. H. A. L. Fisher, M.P.*

It was neither to the interests of the Allies, nor the world, for Germany to be left a bankrupt and dismembered outcast from the community of nations.—*Right Hon. H. H. Asquith, M.P.*

Opinion seems to be crystallising that a solution of the reparations problem lies ultimately in an international loan to Germany, with adequate guarantees.—*The Guaranty Survey* (New York).

Only by wisely regulating the creation of currency and credit along new lines can we protect society against the attacks and well-founded criticisms of Socialist and Communist innovators.—*J. Maynard Keynes.*

Of paramount importance for the development of trade between Russia and the West is the question of the means of transportation with the organisation of the import of technical equipment to Russia.—*Dr. Oskar Rosenfeld.*

New Zealand now possesses the seventh longest tunnel in the world, and the largest in the British Empire. It is the Otira, connecting the east and west coasts of the South Island, and piercing the Southern Alps. It measures 5 1-3 miles long, with a gradient of 1 in 33. The opening ceremony, last month, was an event of national importance.

INDO-CHINA
STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATION.

TSINGTAU via SWATOW & SHANGHAI ...	"YATSHING"	...Wednesday,	26th Sept., Noon.
KOBE via AMOY & SHANGHAI...	"HOSANG"	...Friday,	28th Sept., D.L.
SANDAKAN ...	"MAUSANG"	...Friday,	28th Sept., Noon.
SHANGHAI via SWATOW ...	"TUNGSHING"	...Friday,	28th Sept., Noon.
MANILA ...	"MINGSANG"	...Friday,	28th Sept., 3 p.m.
TIENTSIN via CHEFOO. ...	"CHEONGSHING"	...Saturday,	29th Sept., Noon.
BANGKOK via SWATOW ...	"KWAISANG"	...Tuesday,	2nd Oct., Noon.
TSINGTAU via SWATOW & SHANGHAI ...	"TAISANG"	...Wednesday,	3rd Oct., 10 a.m.
KOBE via AMOY ...	"LAISANG"	...Thursday,	4th Oct., Noon.
BANGKOK via HOIHOW	"CHUNSANG"	...Friday,	5th Oct., D.L.
HAIPHONG via HOIHOW ...	"LEESANG"	...Friday,	5th Oct., 8 a.m.
SHANGHAI via SWATOW ...	"WAISHING"	...Friday,	5th Oct., Noon.
STRAITS & CALCUTTA ...	"HOSANG"	...Monday,	15th Oct., 3 p.m.

CALCUTTA LINE — This line affords regular sailings to Calcutta, Penang and Singapore; returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai.
All steamers have excellent passenger accommodation, are fitted with Wireless and carry a fully-qualified Surgeon.

SHANGHAI LINE:—Sailings approximately every three days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bill of Lading are issued to Northern and Yangtsze Ports via Shanghai.

MANILA LINE:—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE:—Sailings approximately weekly for passengers and cargo calling at Hoihow when inducement offers.

BORNEO LINE:—Fortnightly sailings to and from Bandarin by two 5,000 ton steamers s.s. "HINSANG" and s.s. "MAUSANG" (both steamers having excellent passenger accommodation. Cargo taken at through Bills of Lading for Kudat Jesselton, Labuan, Tawao and Lahad Datu

TIENTSIN LINE:—A regular service is run from March to November between Hongkong and Tientsin, calling at Weihaiwei and Chefoo.

BANGKOK LINE:—A weekly service is provided between Hongkong and Bangkok, via Swatow, by five steamers fitted with up-to-date passenger accommodation.

CALCUTTA LINE

s.s. "HOSANG" will be despatched on or about Monday, 15th Oct., at 3 p.m., for SINGAPORE, PENANG & CALCUTTA.

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"CARMARTHENSHIRE"	16th Oct.	"PEMBROKESHIRE" ...	2nd Oct.,	London, Rotterdam and Hamburg.
"GLENAMOY"	22nd Oct.	"GLENLUCE" ...	19th Oct.,	Genoa, L'don., Antwerp, Rotterdam & Hamburg.
"GLENAPP"	5th Nov.			
"GLENGARRY"	19th Nov.			

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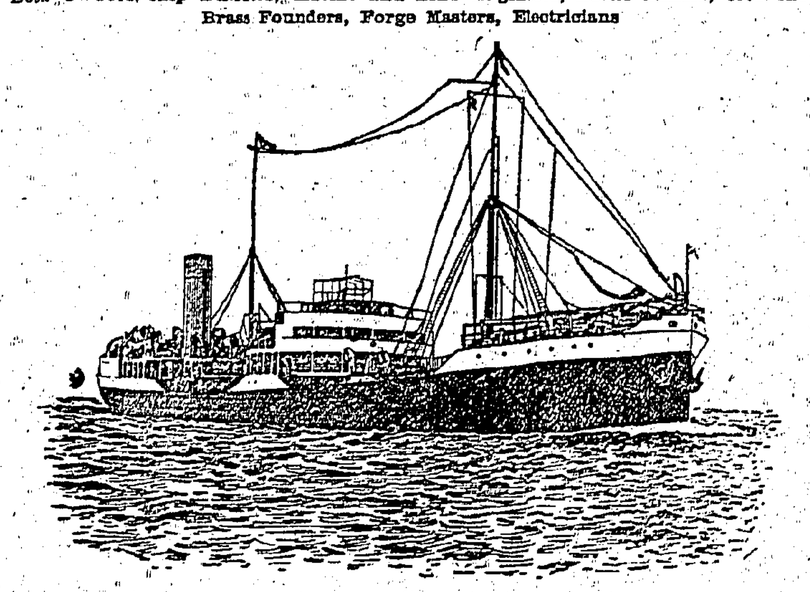

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SHIPPING NEWS

ARRIVALS.

September 24th.

Capitaine Faure, French str., 5,039 tons, Capt. C. Perny, from Saigon, with a general cargo.—M.M.

Glenogle, British str., 5,880 tons, Capt. O. D. Simpson, from London and Singapore, the latter port she left on September 18th, with a general cargo.—J. M. & Co.

Kingan, Chinese str., 475 tons, Capt. Chow Man Fai, from Hoihow, with a general cargo.—Po Yan & Co.

September 25th.

Aizawa Maru, Japanese str., from Canton.

Burma Maru, Japanese str., 2,822 tons, Capt. H. Meguro, from Moji, with a general cargo.—O.S.K.

Drufar, Norwegian str., 1,102 tons, Capt. N. Hjorth, from Bangkok and Kohsichang, with rice.—Thoresen & Co.

Haiman, British str., from Canton.

Higodori Maru, Japanese str., from Canton.

Fuying, British str., 1,751 tons, Capt. R. F. Michell, from Singapore and Amoy, with a general cargo.—B. & S.

Kasara, British str., 305 tons, Capt. T. Nicol, from Swatow, with a general cargo.—Luen Fat & Co.

Lake Faulk, American str., 1,609 tons, Capt. W. Bahr, from Calcutta and Singapore, with a general cargo.—Pacific Mail S.S. Co.

Ludwigshafen, German str., 3,627 tons, Capt. Z. Iseke, from Shanghai and Foochow, with a general cargo.—Robert Dollar & Co.

Mingsang, British str., 969 tons, Capt. J. H. Ferguson, from Manila, with a general cargo.—J. M. & Co.

Suiyang, British str., 1,594 tons, Capt. P. R. Pugslow, from Shanghai and Amoy, with a general cargo.—B. & S.

Sunning, British str., 1,750 tons, Capt. H. A. Wavell, from Shanghai, with a general cargo.—B. & S.

Vulcanus, Dutch str., from Canton.

CLEARANCES.

September 25th.

Aizawa Maru, for Shanghai.
Burma Maru, for Singapore.
Capitaine Faure, for Shanghai.
Chenan, for Swatow.
Fenglee, for Canton.
Glenogle, for Shanghai.
Haichow, for Canton.
Haihong, for Swatow.
Higodori Maru, for Keelung.
Iris, for Pulo Sambo.
Ludwigshafen, for Shanghai.
Ningpo, for Canton.
Suiyang, for Canton.
Sunning, for Canton.
Vulcanus, for Canton.
Yunnan, for Hoihow.

PASSENGERS.

DEPARTURES.

Per Blue Funnel s.s. *Mendor*, on Sept. 25th:—Capt. G. C. Howe, Mr. J. Graham, Mr. R. J. Latham, Mr. C. H. Hawkins, Mr. J. Hogan, Mr. R. D. F. Powell, Mr. F. Markham, Mr. P. J. A. Onel, Mr. G. H. Gillett, Mrs. B. C. L. Bean, Miss H. M. Bean, Mrs. N. B. Stewart, Mrs. A. Griffin, Mr. and Mrs. H. T. Cox, Mrs. E. A. Rendell, Mr. and Mrs. G. Hoyle, Miss M. I. Stewart, Master R. P. J. Stewart, Mr. J. H. Jones, Mr. C. H. Dealtry, Mr. H. Kirkpatrick, Mr. J. Paton, Mr. W. J. Bowen, Mrs. W. R. Wakeham, Mr. B. D. Crawford Morgan.

SHIPPING MOVEMENTS.

The R.M.S. *Empress of Australia*, from Hongkong on August 24th, arrived at Vancouver on September 24th.

The R.M.S. *Empress of Canada* arrived at Shanghai on September 24th, at noon, left on September 25th, at 8 a.m., and is due at Kobe on Thursday, September 27th, at 6 a.m.

The Admiral Oriental liner *President Jackson*, which is due here on October 2nd, arrived at Kobe on September 23rd.

The s.s. *Eumaeus* (Blue Funnel), from Liverpool, left Singapore on the 22nd inst. for this port, and is due here to-morrow.

The s.s. *Eurypylus* (Blue Funnel), from Liverpool, left Singapore on the 22nd inst. for this port, and is due here to-morrow.

VESSELS EXPECTED

Angers (M.M.), due to-day.
Bakersfield (Admiral Oriental), due Oct. 18th.
Benglench (Ben Line), due Sept. 29th.
Benvorlich (Ben Line), due October 18th.
Chili (M.M.), due Oct. 9th.
Machaon (Blue Funnel), due Oct. 16th.
President Jackson (Admiral Oriental), due Oct. 2nd.
R. C. Rickmers due October 1st.
Sofala (B.I. & Apcar), due Oct. 4th.
Tamba Maru (N.Y.K.), due Sept. 28th.
Tango Maru (N.Y.K.), due Sept. 27th.

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VESSELS ADVERTISED AS LOADING

DESTINATION	VESSEL'S NAMES	FLAG	FOR FREIGHT APPLY TO	TO BE DESPATCHED
NEW YORK & PANAMA	Toba Maru	Jap.	Nippon Yusen Kaisha	On 1st Oct.
NEW YORK & BOSTON	Celtic Prince	Brit.	Prince Line	About 2nd Oct.
BOSTON & NEW YORK via SUEZ	Perseus	Brit.	The Bank Line, Limited	On 5th Oct.
SAN FRANCISCO via SHAI & JAP. PORTS & H'LU.	President Lincoln	Am.	Pacific Mail S.S. Co.	On —
SAN FRANCISCO, &c.	West Carmona	Am.	Strathers & Barry	On 3rd Oct.
SAN FRANCISCO via SHANGHAI & JAPAN, &c.	Taiyo Maru	Jap.	Toyo Kisen Kaisha	On 8th Oct.
VICTORIA & VANCOUVER, B.C., via SHANGHAI, &c.	Empress Russia	Brit.	Canadian Pacific O. S. Ltd.	About 4th Oct.
VICTORIA, SEATTLE & VANCOUVER via J. PORTS.	Kaga Maru	Jap.	Nippon Yusen Kaisha	On 15th Oct.
VICTORIA, VANCOUVER, SEATTLE & TACOMA	Arabia Maru	Jap.	Osaka Shosen Kaisha	On 3rd Oct.
VICTORIA, SEATTLE & VANCOUVER	Philoctetes	Brit.	Butterfield & Swire	On 26th Sept.
SEATTLE & VICTORIA, via SHAI., KOBE & YOKOHAMA	President McKinley	Am.	Admiral Oriental Line	On 1st Oct.
VANCOUVER via SHANGHAI & JAPAN, &c.	Empress Asia	Brit.	Canadian Pacific O. S. Ltd.	On 1st Nov.
BOMBAY, MARSEILLES, GIB., LONDON & ANTWERP	Mantua	Brit.	P. & O.-B. I. & A. L.	On 5th Oct. Midnight
MARSEILLES, &c.	Angers	Fren.	Messageries Maritimes	On 29th Oct.
MARSEILLES, &c.	Amboise	Fren.	Messageries Maritimes	On 1st Oct.
MARSEILLES, &c.	Cordillere	Fren.	Messageries Maritimes	On 15th Oct.
MARSEILLES, L'DON., ANTWERP via SINGAPORE, &c.	Hakozaki Maru	Jap.	Nippon Yusen Kaisha	On 8th Oct., 4 p.m.
MARSEILLES, LONDON, ROTTERDAM & HAMBURG	City of Norwich	Brit.	The Bank Line, Ltd	On —
MARSEILLES, HAVRE, LIVERPOOL & GLASGOW	Prometheus	Brit.	Butterfield & Swire	On 3rd Oct.
LONDON, ROTTERDAM & DUNKIRK	Aquanor	Brit.	Butterfield & Swire	On 9th Oct.
LONDON, HUMBURG, ROTTERDAM & ANTWERP	London Maru	Jap.	Osaka Shosen Kaisha	On 30th Sept.
LONDON, GENOA, ROTTERDAM & HAMBURG	Pembrokeshire	Brit.	Jardine, Matheson & Co., Ltd	On 2nd Oct.
ROTTERDAM, AMSTERDAM, HAMBURG & BREMEN	Kertosono	Dut.	Java-China-Japan Lijn	On 11th Oct.
ANTWERP, ROTTERDAM & HAMBURG	Carl Legien	Ger.	Reuter Brookelmann & Co.	About 8th Oct.
HAVRE, ANTWERP, ORAN & DUNKIRK	C. P. Lecocq	Fren.	Messageries Maritimes	About 10th Oct.
BOMBAY via SINGAPORE, COLOMBO	Tamba Maru	Jap.	Nippon Yusen Kaisha	On 27th Sept.
STRAITS & CALCUTTA	Hosang	Brit.	Jardines, Matheson & Co., Ltd	On 15th Oct., 3 p.m.
SINGAPORE, PENANG, COLOMBO & BOMBAY	Soudan	Brit.	P. & O.-B. I. & A. L.	On 17th Oct.
SINGAPORE & BELAWAN-DELI	Van Cloon	Dut.	Java-China-Japan Lijn	On 13th Oct.
BRINDISI, VENICE & TRIESTE	Rosandra	Ital.	Dodwell & Co., Ltd.	On 2nd Oct.
WEIHAIWEI, CHEFOO & TIENTSIN	Huichow	Brit	Butterfield & Swire	On 23th Sept., D.L.
HAIPHONG via HAIHOW & PAKHOI	Nanyo Maru	Jap.	Yamashita Kisen Kaisha	About 4th Oct.
KEELUNG via SWATOW & AMOY	Taikwa Maru	Jap.	Yamashita Kisen Kaisha	About 4th Oct.
SANDAKAN	Mausang	Brit.	Jardine, Matheson & Co., Ltd.	On 28th Sept., Noon
AUSTRALIAN PORTS via MANILA	Tango Maru	Jap.	Nippon Yusen Kaisha	On 28th Sept., 10 a.m.
AUSTRALIAN PORTS	Arafura	Brit.	P. & O.-B. I. & A. L.	On 6th Oct.
AUSTRALIAN PORTS	Taiyuan	Brit.	Butterfield & Swire	On 11th Oct.
SHANGHAI via SWATOW	Tungshing	Brit.	Jardine, Matheson & Co., Ltd.	On 28th Sept., D.L.
SHANGHAI, KOBE & YOKOHAMA	Hakodate Maru	Jap.	Nippon Yusen Kaisha	On 28th Sept.
SHANGHAI	Gracchus	Brit.	P. & O.-B. I. & A. L.	On 27th Sept., 10 a.m.
SWATOW & SHANGHAI	Szechuen	Brit.	Butterfield & Swire	On 27th Sept., Noon
SHANGHAI, YOKOHAMA & KOBE	Venezia	Ital.	Dodwell & Co., Ltd.	About 2nd Oct.
SAIGON	Tjipanas	Dut.	Java-China-Japan Lijn	About 5th Oct.
JAPAN PORTS	Malay Maru	Jap.	Osaka Shosen Kaisha	On 25th Oct.
TIENTSIN via WEIHAIWEI & CHAFOO	Cheongshing	Brit.	Jardine, Matheson & Co., Ltd.	On 29th Sept., Noon
BATAVIA	Tjisoudari	Dut.	Java-China-Japan Lijn	About 4th Oct.
CALCUTTA, SINGAPORE & RANGOON	Amur Maru	Jap.	Osaka Shosen Kaisha	On 22nd Oct.
BANGKOK via HOIHOW	Chunsang	Brit.	Jardine, Matheson & Co., Ltd.	On 5th Oct., D.L.
SWATOW & BANGKOK	Kiangsu	Brit	Butterfield & Swire	On 2nd Oct., Noon
SWATOW, AMOY & FOOCHOW	Haifoong	Brit.	Douglas Lapraik & Co.	On 28th Sept., 1 p.m.
SWATOW, AMOY & FOOCHOW	Haiching	Brit.	Douglas Lapraik & Co.	On 2nd Oct., 1 p.m.
MANILA	Mingsang	Brit.	Jardine, Matheson & Co., Ltd.	On 28th Sept., 3 p.m.
MANILA	President Wilson	Am	Pacific Mail S.S. Co.	About —
SINGAPORE	West Cactus	Brit.	Strathers & Barry	On 30th Sept.

WEATHER REPORT.

September 25th at 18.30.—Pressure has decreased slightly at Chefoo. It is nearly stationary over Formosa, Kwangtung and Indo-China, and has increased slightly elsewhere.

A new anticyclone is probably forming over N. China.

There are still indications of a depression in the China Sea; probably central near or over the Macclesfields. Its direction of motion is uncertain.

Hongkong rainfall for the 24 hours ending at 18 hours, 25th September, 0.00 inch. Total since January 1st, 87.63 inches, against an average of 74.32 inches.

The forecast for the 24 hours ending at 18 hours, 26th Sept., is as follows:—

DISTRICT	FORECAST
Formosa Channel	N.E. winds, fresh.
Hongkong to Gap Rock	E. winds, moderate; fair.
South coast of China between Hongkong and Lamocks	do.
South coast of China between Hongkong and Hainan	do.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, September 25th.

	Previous Day at 2 p.m.	On Date at 6 a.m.	On Date at 2 p.m.
Barometer	29.70	29.75	29.74
Temperature	82	78	83
Humidity	75	87	73
Wind Direction	E	Calm	E
" Force	4	0	4
Weather	o	B	o
Rain	0.00	0.00	0.00

Highest open-air Temperature on 24th ... 84
Lowest open-air Temperature on 25th ... 78

HONGKONG TIDE TABLE

From Sept. 26th to October 2nd, 1923.

Days of Week	Days of Month	High Water: H'kong Standard Time	Height	Low Water: H'kong Standard Time	Height
		h. m.	ft. in.	h. m.	ft. in
Wed.	26	m 10 26	6 6	m 3 53	2 6
		10 20 a	6 4	4 15 a	2 5
Thur.	27	m 10 58	6 3	m 4 31	2 5
		10 41 a	6 5	4 43 a	2 8
Fri.	28	m 11 27	6 0	m 5 10	2 6
		11 1 a	6 6	5 9 a	2 2
Satur.	29	m 11 55	5 5	m 5 50	2 7
		11 23 a	6 6	5 32 a	3 6
Sun.	30	0 27 a	1	m 6 33	2 8
		11 50 a	6 6	5 53 a	3 9
Mon.	1	1 33 a	4 7	m 7 22	3 0
				6 8 a	4 2
Tues.	2	m 0 26	6 5	m 8 32	3 1
		3 27 a	4 5	6 18 a	4 4

ON SALE.

HONGKONG HANSARD REPORTS of the MEETINGS of the LEGISLATIVE COUNCIL for the Session 1921.

Revised by the Members.

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HOME VIA CANADA

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via Shanghai, Nagasaki, Kobe, Vancouver, Montreal & Quebec

	From Hongkong	Due Vancouver		From Canada	Due England
Empress Russia	Oct. 4	Oct. 22	Empress Scotland	Oct. 27	Nov. 2
Empress Asia	Nov. 1	Nov. 19	Empress Scotland	Nov. 24	Nov. 30
Empress Canada	Nov. 17	Dec. 3	Empress France	Dec. 9	Dec. 15
Empress Russia	Nov. 29	Dec. 17	Empress Scotland	Dec. 23	Dec. 29
Empress Australia	Dec. 14	Jan. 2	Montcalm	Jan. 10	Jan. 17

Other Atlantic Sailings every few days to Liverpool, Southampton, Glasgow, Antwerp Cherbourg and Hamburg.
Allotment of Cabins on Atlantic steamers held here and through tickets issued.
Early reservation necessary.

Three Trans-continental Trains Daily.
Standard Sleeping Cars, Compartments & Drawing Rooms.

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Freight and Express: Tel. 42. Cables: NAUTILUS.

T. K. K.

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£120 First class throughout. £112—£110 Mono class steamers on the Atlantic.

HONGKONG TO SAN FRANCISCO.
VIA SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, JAPAN AND HONOLULU.

STEAMERS	LEAVE HONGKONG
TAIYO MARU (omit Shanghai),	22,000 tons, Oct. 8th.
KOREA MARU	20,000 tons, Oct. 17th.
TENYO MARU	22,000 tons, Oct. 27th.
SHINYO MRUA (calling at Manila and Keelung)	22,000 tons, Nov. 16th.
SIBERIA MARU (calling at Dairen)	20,000 tons, Nov. 28th.

HONGKONG TO VALPARAISO.
VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, MANZANILLO, BALBOA, CALLAO, MOLLENDO, AFRICA AND IQUIQUE.
THENCE BY TRANS-ANDEAN ROUT TO BUENOS AYRES.

STEAMERS	TONS.	LEAVE HONGKONG
ANYO MARU	18,700	October 20th.
SEIYO MARU	14,000	December 4th.
RAKUYO MARU	18,500	January 15th.

JAPAN-HONGKONG-JAVA SERVICE.
between
OSAKA, KOBE, MOJI, DAIREN, HONGKONG, BATAVIA, SAMARANG AND SOURABAYA.

STEAMER	DESTINATION	LEAVE HONGKONG
PERSIA MARU	(Moji, Kobe and Osaka),	October 3rd.

NEW YORK LINE. (Freight only.)
VIA JAVA AND SUEZ.

STEAMER	LEAVE HONGKONG
MEIYO MARU	about September 24th.

For full information regarding Passengers, Freight & Sailings.
Apply to:— Y. TSUTSUMI, Manager.
Agents at Canton: King's Building.
Messrs. T. E. GRIFFITH. Tel. No. C. 2374 & 2375.

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— STEAMSHIP COMPANY

MANAGING AGENTS:—UNITED STATES SHIPPING BOARD.

TRANS-PACIFIC SERVICE

FAST NEW AMERICAN STEAMERS TO

SAN FRANCISCO

via

SHANGHAI, KOBE, YOKOHAMA & HONOLULU.

Sailing and Fares subject to Change Without Notice.

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LOCAL EQUIVALENT OF

£120 £112 £110

WITH STOP OVER PRIVILEGES AT PORTS OF CALL AND POINTS IN UNITED STATES.

VISIT
SAN FRANCISCO
LOS ANGELES
SALT LAKE
CHICAGO
NEW YORK.

CONNECTING WITH ANY DIRECT TRANS-CONTINENTAL RAILWAY AND ATLANTIC STEAMERS.

VISIT
YOSEMITE
GRAND CANYON
FEATHER RIVER
YELLOW STONE PARK
NIAGARA FALLS.

HONGKONG—MANILA

HONGKONG—CALCUTTA

FREIGHT ONLY

CALCUTTA via SINGAPORE, PENANG & RANGOON.

S.S. "LAKE FAULK" ... Oct. 4th, at 5 p.m.

For Full Information regarding Rates, Space, etc., Apply to—

PACIFIC MAIL STEAMSHIP CO.

1st FLOOR, QUEEN'S BUILDING, HONGKONG.

Cable Address: "SOLANO." Tel. Central 141. " " 3322. Canton Agents: HOLYOAK, MASSEY & CO., LTD.

N.Y.K.

SAILINGS SUBJECT TO ALTERATION.

VICTORIA, SEATTLE & VANCOUVER via Shanghai, Japan ports
Through Bills of Lading issued to all Overland common Points in U.S.A. and Canada.
Through passage rates to Europe via America G.3405, G.3420, G.3440.
KAGA MARU ... Monday, 15th Oct.
IYO MARU ... Thursday, 4th Nov., at 11 a.m.

MARSEILLES, LONDON & ANTWERP via Singapore, &c.
MISHIMA MARU
HAKOZAKI MARU ... Monday, 8th Oct., at 4 p.m.

HAMBURG via LONDON & ROTTERDAM.
MATSUMOTO MARU ... Sunday, 7th Oct.

LIVERPOOL via MARSEILLES & VALENCIA.

SYDNEY & MELBOURNE via Manila, &c.
TANGO MARU ... Friday, 28th Sept., at 10 a.m.
YOSHINO MARU ... Wednesday, 17th Oct., at 11 a.m.

NEW YORK & BOSTON VIA PANAMA.
TOBA MARU ... Wednesday, 17th Oct.

BUENOS AIRES via Singapore, Durban & Cape Town.
KANAGAWA MARU ... End Oct. or beginning Nov.

BOMBAY via Singapore and Colombo.
TAMBA MARU ... Saturday, 29th Sept., at 4 p.m.

CALCUTTA via Singapore, Penang & Rangoon.
CEYLON MARU ... Wednesday, 26th Sept.

NAGASAKI, KOBE & YOKOHAMA.
AKI MARU ... Thursday, 11th Oct., at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.
HAKODATE MARU ... Friday, 28th Sept.
CALCUTTA MARU (Omitting Shanghai) ... Sunday, 30th Sept.
ROZAN MARU ... Saturday, 6th Oct.
KAMO MARU ... Saturday, 13th Oct.

For further information apply to— NIPPON YUSEN KAISHA
Telephone: Central Nos. 292, 2393 & 2422. F. OGURI, Manager.

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"ELLERMAN LINE"

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

UNITED KINGDOM & CONTINENT SERVICE.

OUTWARDS.

s.s. "CITY OF KARACHI" ...21st October ...Shanghai & Kobe.

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PASSAGE RATES TO LONDON.

"A" Class Steamers	1st Class £92.—2nd Class £62.
"B" Class Steamers	1st Class £84.—2nd Class £56.
"C" Class Steamers	1st Class £56.

N.B.—"C" Class Steamers comprise those of the Cargo type which have accommodation for a few passengers but do not carry Doctor or Stewardess.

Subject to change without notice.

For further particulars apply to—

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HOLYOAK, MASSEY & CO., LTD., CANTON. [10

BOSTON AND NEW YORK

Joint Service of the

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OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.S. CO., LTD.

AND

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

s.s. "PERSEUS" ... ...via Suez Canal ... ... 5th Oct.
s.s. "KARONGA" ... ...via Suez Canal ... ... 15th Oct.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice

For freight and particulars apply to—

BUTTERFIELD & SWIRE (JOHN SWIRE & SONS, LTD.) OR THE BANK LINE, LTD., HONGKONG.

HONGKONG AND CANTON. HOLYOAK, MASSEY & CO., LTD., CANTON. [17

M. MESSAGERIES MARITIMES M.

SERVICES CONTRACTUELS

Mail Steamers.	Next Sailings from Marseilles.	Ptc. Arr. at Hgkg. and Sailing for Shai. and Japan.	Probable Sailing from Hongkong for Marseilles.
AMBOISE	—	—	1st Oct.
CORDILLERE	—	—	15th Oct.
ANGERS	24th Aug.	26th Sept.	2[illegible] Oct.
CHILI	7th Sept.	9th Oct.	1[illegible] Nov.
PORTHOS	21st Sept.	23rd Oct.	2[illegible] Nov.
ANGKOR	5th Oct.	6th Nov.	10th Dec.

RATES OF PASSAGE MONEY TO MARSEILLES.
(including Table Wine and Free Doctor's Attendance).

A CLASS STEAMERS {1st Class.....£ 95. 0s. 0d. / 2nd " .....£ 68. 0s. 0d
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Through Tickets to London and Leading Towns of Europe.
Accommodation reserved in the Trains at Marseilles.

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s.s. C. P. "LECOCQ" loading for ALGER, ORAN, HAVRE, ANTWERP, DUNKIRK, about 10th Oct., and may eventually call at Liverpool, Valence, Casablanca, Bordeaux, Rotterdam (if sufficient inducement offers).
Also through B/Lading issued to HELSINFORS, REVAL and RIGA.
Sailings subject to alteration without notice.

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REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in staterooms, cuisine and Excellent cuisine

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SWATOW, AMOY & FOOCHOW

AND RETURN

(Occupying 9 or 10 Days)

HAIFOONG ... | Capt. Ellis Walker | Friday, 28th Sept., at 1 p.m.
HAICHING ... | Capt. J. S. Thomson | Tuesday, 2nd Oct., at 1 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier)

For Freight and Passage apply to—

DOUGLAS LAPRAIK & CO.,
General Managers. [73

JAPAN COAL

AND

GENERAL IMPORTS & EXPORTS

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THE OSAKA MARINE & FIRE INSURANCE CO.

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STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

S.S.	Tons	From Hongkong (about)	Destination
"MANTUA"	10,902	5th Oct., Midnight	B'bay., Mars., Gib., L'don. & A'werp.
"SOUDAN"	6,696	17th Oct.	S'pore., Penang, Colombo & B'bay.
"KARMALA"	9,098	19th Oct.	Mars., London & Antwerp.
"CALEDONIA"	7,622	2nd Nov.	B'bay., Mars., Gib., L'don. & A'werp
"NELLORE"	8,863	6th Nov.	Mars., London, Antwerp & R'dam
"SICILIA"	6,813	14th Nov.	S'pore., Penang, Colombo & Bombay
"MALWA"	10,941	16th Nov.	Mars., Gib., London & Antwerp.
"NYANZA"	7,023	24th Nov.	Marseilles, London & Antwerp.
"KALYAN"	9,062	30th Nov.	do.
"SOUDAN"	6,696	13th Dec.	S'pore., Penang, Colombo & B'bay
"DEVANHA"	8,082	14th Dec.	Mars., London & Antwerp.
"KAISAR-I-HIND"	11,430	28th Dec.	B'bay., Mars., Gib., L'don. & A'werp
1924.			
"KHIVA"	9,097	11th Jan.	MARSEILLES & LONDON via Usual Ports of Call.
"MACEDONIA"	11,069	25th Jan.	
"KASHGAR	8,840	8th Feb.	do.
"MOREA"	10,911	22nd Feb.	do.
"KARMALA"	9,098	7th March	do.
"NALDERA"	15,993	21st March	do.
"DELTA"	8,097	4th April	do.
"CHINA"	7,952	18th April	do.
"KALYAN"	9,062	2nd May.	do.
"KASHMIR"	8,960	16th May.	do.

BRITISH INDIA - APCAR SAILINGS

"TAKADA"	6,949	8th Oct.	Singapore, Penang & Calcutta.
"TORILLA"	5,205	29th Oct.	do.

EASTERN & AUSTRALIAN SAILINGS (South)

"ARAFURA"	6,000	6th Oct.	Manila, Sandakan, Thursday Island, Townsville, Brisbane, Sydney & Melbourne
"ST. ALBANS"	4,500	3rd Nov.	
"EASTERN"	4,000	1st Dec.	

Frequent connections from Australia with the following:—
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand Vancouver (San Francisco, etc.
The P. & O. Royal Mail Steamers to London via Suez Canal.
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal

SAILING TO SHANGHAI & JAPAN

"GRACCHUS	3,760	27th Sept., 11 a.m.	Shanghai & Kobe.
"SOUDAN"	6,696	2nd Oct., Noon	Shanghai.
"MALWA"	10,941	6th Oct.	Shanghai, Moji & Kobe.
"TORILLA"	5,205	6th Oct.	Shanghai, Moji & Kobe.
"ST. ALBANS"	4,500	9th Oct.	Moji & Kobe.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on carrying steamer.

First Saloon Passengers may travel by B.I.S.N. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.

All Cabins are fitted with Electric Fans free of charge.

Parcels Measuring not more than 2½ ft. x 2 ft. x 1 will be received at the Company's Office up to NOON on the day previous to sailing.

For Further Information, Passage Fares, Freights Handbooks, etc., apply to—

MACKINNON, MACKENZIE & CO.,
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PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast freight steamers.

For BOSTON and NEW YORK

S.S. "CELTIC PRINCE" ... ... on 2nd October.
S.S. "SLAVIC PRINCE" ... ... on 31st October.

For Freight and full particulars apply to—

FURNESS (FAR EAST) LIMITED,
(Incorporated in Great Britain)
St. George's Building. [21

Telephone: Central 3164
Telegrams (Furnaprince)

O. S. K.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION

LONDON, HAMBURG, ROTTERDAM & ANTWERP—via Singapore Colombo, Suez and Port Said.
"LONDON MARU" ... ... Sunday, 30th Sept.

RIO DE JANEIRO, SANTOS, & BUENOS AIRES—via Saigon Singapore, Colombo, Durban and Capetown.
"CANADA MARU" (Call at Montevideo) ... ... Friday, 2nd Nov.

BOMBAY via Singapore and Colombo.
"BURMA MARU" (Call at Penang) ... ... Wednesday, 26th Sept.
"BORNEO MARU" (do.) ... ... Friday, 5th Oct.

BANGKOK, SAIGON, & SINGAPORE.
"KISHU MARU" ... ... Tuesday, 2nd Oct.

CALCUTTA via Singapore & Rangoon.
"MALAY MARU" ... ... Friday, 19th Oct.

VICTORIA, SEATTLE, TACOMA & VANCOUVER via Shanghai and Japan Ports
"ARABIA MARU" ... ... Wednesday, 3rd Oct.

NEW YORK via Japan Ports, San Francisco and Panama.
"HAGUE MARU" ... ... Beginning of Oct.

JAPAN PORTS—Moji, Kobe & Yokkaichi.
"CELEBES MARU" ... ... Friday, 28th Sept.
"AMUR MARU" ... ... Monday, 22nd Oct.

KEELUNG via SWATOW & AMOY.
"SUMA MARU" ... ... Sunday, 30th Sept., Noon.
"KAIJO MARU" ... ... Sunday, 7th Oct., Noon.

TAKAO via SWATOW & AMOY.
"SOSHU MARU" ... ... Thursday, 27th Sept., 8 a.m.

TAKAO & KEELUNG.
"SOURABAYA MARU" ... ... Thursday, 4th Oct.

For further particulars please apply to—

OSAKA SHOSEN KAISHA,
E. SHIMA, Manager. [9

Central No. 4090.

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATIONS.

Ports	Steamer	Date of Departure
HOIHOW, PAKHOI & HAIPHONG ...	"YUNNAN" ...	On 26th Sept., 10 a.m.
MANILA	"TEAN" ...	On 26th Sept., 4 p.m.
SWATOW & SHANGHAI	"SZECHUEN" ...	On 27th Sept., Noon.
AMOY, SWATOW & SINGAPORE ...	"KAYING" ...	On 28th Sept., D.L.
SHANGHAI	"SUIYANG" ...	On 28th Sept., D.L.
WEIHAIWEI, CHEFOO & TIENTSIN	"HUICHOW" ...	On 28th Sept., D.L.
SHANGHAI & TSINGTAO	"SUNNING" ...	On 29th Sept., D.L.
HONGAY	"NEWCHWANG"	On 29th Sept., 9 a.m.
WEIHAIWEI, CHEFOO & NEWCHWANG	"KANSU" ...	On 2nd Oct., D.L.
AMOY & SHANGHAI	"KANCHOW" ...	On 2nd Oct., D.L.
SWATOW & BANGKOK	"KIANGSU" ...	On 2nd Oct., Noon.

SHANGHAI LINE.—Excellent Saloon accommodation amidships, with Electric Fans fitted. Regular service four times weekly between Canton, Hongkong and Shanghai, leaving Hongkong Sundays (via Swatow and extending to Pakow), Tuesdays (via Amoy) Thursdays (via Swatow) and Saturdays (direct extending to Tsingtao). Cargo taken on through B/Lading to all Yangtsze and North China ports. Passengers for Shanghai do not require to tranship at Woosung.

BANGKOK LINE.—Regular weekly service leaving Hongkong Tuesdays to and from Bangkok via Swatow maintained by new "K" class steamers, attractively fitted for passengers, with double and single-berth cabins.

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GO & PASSAGE CAN BE ISSUED AT THE OFFICE OF BUTTERFIELD & SWIRE (John Swire & Sons, Ltd.) [6

AUSTRALIAN ORIENTAL LINE

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

SAILING SUBJECT TO ALTERATION.

Steamer	Arr. Hongkong from Australia	Leave H'kong. for Manila, Sandakan, & Arr. Ports
"TAIYUAN" ...	6th October.	11th October.

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Fresh Provisions, etc., and has superior accommodation Electric Light throughout and Electric Fans in the State-Rooms. A duly qualified Doctor is carried. Reduced Fares, Cargo booked through to all Australian, New Zealand & Tasmanian Ports

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EXPRESS FREIGHT SERVICE.

TO LOS ANGELES AND SAN FRANCISCO
FROM HONGKONG BY DIRECT ROUTE.

U.S.S.B. "West Carmona" ... ... Due Hongkong 2nd Oct.
Leave Hongkong 3rd Oct.

CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO WEEKLY SAILINGS FOR ATLANTIC SEABOARD PORTS. THROUGH BILLS OF LADING ISSUED TO U.S. AND CANADIAN OVERLAND POINTS.

TO MANILA AND P. I. PORTS.

THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED

TO SINGAPORE.

U.S.S.B. "West Cactus" ... ... Due Hongkong 29th Sept.
Leave Hongkong 30th Sept.

FOR FULL INFORMATION APPLY TO
STRUTHERS AND BARRY.

L. EVERETT,
General Agent for
JAPAN-CHINA-PHILIPPINES.
INDO-CHINA-STRAITS & JAVA.

1st Floor, Queen's Building.
Phone Central No. 3008.
K. A. HEYUM, Res. Agent. [23

DODWELL & CO., LIMITED

NEW YORK BERTH

For BOSTON & NEW YORK via SUEZ.

s.s. "SURUGA" ... ... sailing on or about 18th Oct.
s.s. "BOLTON CASTLE" ... ... sailing on or about 12th Nov.

LLOYD TRIESTINO.

TAKING CARGO FOR GENOA, NAPLES, VENICE, TRIESTE AND ALL OTHER ITALIAN PORTS, ALSO CARGO ON THROUGH BILLS OF LADING, FOR LEVANT, BLACK SEA & DANUBE PORTS.

FIUME having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

VESSELS HAVE ACCOMMODATION FOR SALOON PASSENGERS.
REDUCED FARE FROM HONGKONG TO ITALIAN PORTS £66.

FOR SHANGHAI YOKOHAMA & KOBE.

s.s. "VENEZIA" ... ... sailing on or about 2nd Oct.
s.s. "FIUME-L" ... ... sailing on or about 2nd Nov.

FOR BRINDISI, VENICE & TRIESTE
VIA SINGAPORE, PENANG & COLOMBO.

s.s. "ROSANDRA" ... ... sailing on or about 2nd Oct.
s.s. "VENEZIA" ... ... sailing on or about end of Oct.
s.s. "FIUME-L" ... ... sailing on or about end of Nov.

NATAL LINE OF STEAMERS.

From CALCUTTA and COLOMBO to SOUTH AFRICAN PORTS

s.s. "UMSINGA" ... ... sailing from Calcutta on or about 25th Sept.
From Calcutta and Colombo
Regular Passenger and Cargo Service to South African Ports.
Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LIMITED,
Agents.

Telephone Central 1030.

POST OFFICE NOTICE.

The s.s. *Empress of Australia*, with the mails from Hongkong of the 29th August, having been delayed in Japan by the earthquake disaster, is now not expected to reach Vancouver until September 23rd. It is not likely that her mails were transferred to any vessel leaving Japan before her.

INWARD MAILS.

From	Per	Due
Saigon	*Angers*	26th Sept.
U.S.A., Japan and Shanghai	*Pres. Wilson* ..	26th Sept.
Japan	*Tango Maru* ...	27th Sept.
London (letters via Brindisi, 29th Aug) & via Negapatam (30th Aug). ...	*Eumaeus* ...	27th Sept.
Japan	*Tamba Maru* ...	28th Sept.
Manila	*Pres. Mckinley* ...	29th Sept.
Europe via Suez & Negapatam (Papers only, London, 30th Aug.)	*Soudan* ...	29th Sept.
U.S.A., Canada, Japan and Shanghai	*Pres. Jackson* ...	2nd Oct.
Rangoon	*Sofala*	4th Oct.

OUTWARD MAILS.

For	Per	Date.
Hoihow, Pakhoi and Haiphong	*Yunnan*	Wednesday, 26th, 9.00 A M
Japan, Canada, U.S.A., Central & South America & *EUROPE via Victoria, B.C.—due Victoria, 16th Oct.	*Philoctetes* ...	Registration 9.45 A M; Letters ... 10.30 A M
Shanghai and Japan	*Angers* ... —	10.00 A M
Swatow	*Yat Shing* ...	10.30 A M
Saigon ... —	*Hwah Hsin* ...	2.00 P M
Manila	*Teali*	2.30 P M
Straits, Ceylon, Mauritius, L. Marques, South Africa, India via D'kodi, & Bombay ... ... — ...	*Burma Maru* ..	3.30 P M
Swatow, Amoy and Formosa ...	*Soshu Maru* ...	5.00 P M
Shanghai and Japan ... —	*Gracchus* ...	Thursday, 27th, 10.00 A M
Manila	*Pres. Wilson* .	3.30 P M
Amoy	*Hosang*	5.00 P M
Manila, Australia and New Zealand via Thursday Island—due Thursday Island, about 9th Oct. ...	*Tango Maru* ..	Registration, 5.00 P M; Letters, 28th 8.30 A M

*Correspondence bearing vessel's name only.

THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND PASSENGER SERVICES

LONDON SERVICE
(DIRECT).

"AGAPENOR" 9TH OCT. London, Rotterdam & Dunkirk.
"PHEMIUS" 16TH OCT. London, Rotterdam & Hamburg.
"ATREUS" 30TH OCT. London, Rotterdam & Hamburg.
"TEIRESIAS" 6TH NOV. London, Rotterdam & Hamburg.

LIVERPOOL SERVICE
(DIRECT OR VIA CONTINENTAL PORTS).

"PROMETHEUS" 3RD OCT. Marseilles, Harve, Liverpool & Glasgow.
"RHEXENOR" 10TH OCT. Genoa, Marseilles, Liverpool & Glasgow.
"MEMNON" 25TH OCT. Genoa, Marseilles, Liverpool & Glasgow.

PACIFIC SERVICE
(VIA KOBE AND YOKOHAMA).

"PHILOCTETES" 26TH SEPT. } Victoria, Seattle & Vancouver.
"TYNDAREUS" 27TH OCT. }

NEW YORK SERVICE
(VIA SUEZ OR PANAMA).

"PERSEUS" 5TH OCT. via Suez and Boston.
"ALCINOUS" 25TH OCT. via Suez and Boston.

PASSENGER SERVICE

"TEIRESIAS" 10TH OCT. for Shanghai.
"TEIRESIAS" 6TH NOV. for Singapore & London
"SARPEDON" 11TH DEC. for Singapore, Marseilles & London
"PATROCLUS" 8TH JAN. for Singapore, Marseilles & London
"MENTOR" 12TH FEB for Singapore & London.

FOR FREIGHT, PASSAGE RATES AND ALL INFORMATION APPLY TO

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(JOHN SWIRE & SONS, LTD.),
AGENTS.

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UNITED STATES GOVERNMENT DEPOSITORY

CAPITAL ... ... U.S. $4,000,000.

HEAD OFFICE—NEW YORK

Owned and controlled by a group of leading American Banks under control of Federal Reserve Bank and the New York State Banking Department.

General Banking Business.

BRANCHES:—

SHANGHAI, PEKING, TIENTSIN, HANKOW, CANTON, MANILA, YOKOHAMA, SAN FRANCISCO AND HONGKONG.

D. M. BIGGAR.
MANAGER.

THE INDUSTRIAL AND COMMERCIAL BANK, LTD.

HEAD OFFICE:
York Building, Chater Road, Hongkong
BRANCHES:
Shanghai.—51, Kiangse Road.
Hankow.—British Concession.
CORRESPONDENTS IN:
London, New York, Chicago, San Francisco, Vancouver, B.C., Honolulu, Singapore, Penang, Tientsin, Swatow, Macao, Canton and all Commercial centres of China and abroad.
PROMPT SERVICE.
Attractive rates for all kinds of Deposits. Enquiries are welcomed.

T. H. MAI,
Manager.

1963]

THE CHINESE MERCHANTS BANK, LTD.

華商銀行有限公司

HEAD OFFICE:
Alexandra Buildings, Chater Road.

GENERAL Banking and Exchange business transacted.
Loans granted on approved securities.
Current Accounts opened and Fixed Deposits received at rates which may be ascertained on application.
The Bank also conducts a Savings Department.

K. C. LAU,
Chief Manager.

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COMMERCIAL.

OPENING QUOTATIONS.

25th September, 1923.

ON LONDON.—	
Telegraphic Transfer ...	...2/3⅝
Bank Bills, on demand ...	...2/3 7/16
Bank Bills, at 30 days' sight	...—
Bank Bills, at 4 months' sight	2/3⅜
Credits, at 4 months' sight.	...2/4 5/16
Documentary Bills, 4 months' sight	...2/4 7/16
ON PARIS.—	
Bank Bills, on demand ...	... 840
Credits, 4 months' sight	... 995
ON NEW YORK.—	
Bank Bills, on demand...	... 52
Credits, at 30 days' sight	... 53⅜
ON BOMBAY.—	
Telegraphic Transfer ... } Bank Bills, on demand... }	169
ON CALCUTTA.—	
Telegraphic Transfer ... } Bank Bills, on demand ... }	169
ON SHANGHAI.—	
Bank Bills at sight ... } Private, 30 days' sight ... }	nom.
ON YOKOHAMA.—On demand	— 107
ON MANILA.—On demand	... 104½
ON SINGAPORE.—On demand	... 97½
ON BATAVIA.—On demand ...	... 135
ON HAIPHONG.—On demand } ON SAIGON.—On demand ... }	nom.
ON BANGKOK.—On demand	... 81½
SOVEREIGN, Bank's Buying rate	...$ 8.53
GOLD LEAF, 100 fine, per tael	... 48.60
BAR SILVER, per oz	... ... 32 1/16

HONGKONG AND SHANGHAI BANKING CORPORATION.

Head Office: Hongkong
Authorised Capital $50,000,000
Paid-up Capital $20,000,000
Reserve Funds:—
Sterling £4,500,000
Silver $24,500,000
Reserve Liability of Proprietors $20,000,000

Court of Directors:
Hon. Mr. A. O. LANE—Chairman.
D. G. M. Bernard, Esq.—Deputy Chairman.
A. H. Compton, Esq. | W. L. Pattenden, Esq.
G. M. Dodwell, Esq. | J. A. Plummer, Esq.
G. T. M. Edkins, Esq. | H. P. White, Esq.

Chief Manager:
Hon. Mr. A. G. STEPHEN.

Acting Manager: Hongkong—
J. McARTHUR, Esq.
Manager: Shanghai—G. H. STITT, Esq.

LONDON BANKERS:
WESTMINSTER BANK, LTD.

CURRENT ACCOUNTS opened in LOCAL CURRENCY and FIXED DEPOSITS received for one year or shorter periods in Local Currency and Sterling on terms which will be quoted on application.
Hongkong, 14th June, 1923. [27

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG & SHANGHAI BANKING CORPORATION. Rules may be obtained on application.
INTEREST on deposits is allowed on the Minimum Monthly Balances at 3½ per cent. per annum.
For the HONGKONG & SHANGHAI BANKING CORPORATION.
A. G. STEPHEN,
Chief Manager
Hongkong, 14th November, 1922. [28

CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853
HEAD OFFICE—LONDON.

Paid-up Capital £3,000,000
Reserve Fund £3,600,000
Reserve Liability of Proprietors . £3,000,000

FOREIGN EXCHANGE and General Banking business transacted.
CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.
A. H. FERGUSON,
Manager.
Hongkong, May 8th, 1923. [31

BANQUE DE L'INDO-CHINE.
PARIS.

Head Office: 96, Boulevard Haussmann, Paris.
Subscribed Capital...Frs. 72,000,000.00
Paid-up Capital .....Frs. 68,400,000.00
Reserve Fund .....Frs. 59,667,283.54

BRANCHES:

Bangkok	Hongkong	Saigon
Battambang	Mengtse	Shanghai
Canton	Noumea	Singapore
Djibouti	Papeete	Tientsin
Haiphong	Peking	Tourane
Hankow	Pnom Penh	Yunnanfu
Hanoi	Pondicherry	

BANKERS:
IN FRANCE: Comptoir National d'Escompte de Paris; Crédit Lyonnais: Banque de Paris et des Pays-Bas; Crédit Industrial et Commercial; Societe Générale.
IN LONDON: The National Provincial and Union Bank of England, Ltd.; Comptoir National d'Escompte de Paris; Crédit Lyonnais.
IN NEW YORK: J. P. Morgan and Co., French-American Banking Corporation; Guaranty Trusty Co., of New York.
Interest allowed on Current Accounts and Fixed Deposits according to arrangement.
Every description of banking and exchange business transacted.
G. LEBOUCQ,
Acting Manager.
Hongkong, July 12th, 1921. [32

The "Three Castles" Cigarettes

THE CIGARETTE FOR THE CONNOISSEUR

"The Cigarette with the Pedigree"

This advertisement is issued by British-American Tobacco Co. (China), Ltd.

THE MERCANTILE BANK OF INDIA, LIMITED.

HEAD OFFICE:
15, Gracechurch Street, London, E.C. 3

Authorised Capital . £3,000,000
Subscribed Capital ... £1,800,000
Paid-up Capital ... £1,050,000
Reserve Fund ... £1,200,000

BANKERS
THE BANK OF ENGLAND.
THE LONDON JOINT CITY & MIDLAND BANK, LTD.

BRANCHES:

Bangkok	Hongkong	Kuala Lumpur	Rangoon
Bombay	Howrah	Madras	Shanghai
Calcutta	Kandy	New York	Simla
Colombo	Karachi	Penang	Singapore
Delhi	Kota Bharu	Port Louis (Mauritius)	
Galle			

HONGKONG BRANCH:
Every description of Banking and Exchange business transacted.
INTEREST allowed on Current Accounts to 2 per cent. per annum on Daily Balance and on Fixed Deposits at rates that may be ascertained on application.
N. C. WILSON,
Manager.
7, Queen's Road Central,
Hongkong, May 31st, 1923. [30

THE BANK OF TAIWAN. LIMITED.

(TAIWAN GINKO.)
Incorporated by Special Imperial Charter, 1899.

Capital Subscribed ... Yen 60,000,000
Capital (Paid-up) ..... Yen 52,500,000
Reserve Funds ..... Yen 12,180,000

HEAD OFFICE:—TAIPEH, FORMOSA.

BRANCHES:
JAPAN:—Tokyo, Yokohama, Kobe, Osaka, Moji.
FORMOSA:—Giran, Kagi, Karenko, Keelung, Makung, Nanto, Pinan, Shinchiku, Taichu, Tainan, Takow, Tamsui, Tohyen, Ako.
CHINA:—Shanghai, Hankow, Kiukiang, Amoy, Foochow, Swatow, Canton.
OTHERS:—Hongkong, Bangkok, Singapore, Soerabaya, Samarang, Batavia, Bombay, London, New York.

LONDON BANKERS:
LONDON COUNTIES WESTMINSTER AND PARR'S BANK.

The Bank has Correspondents in Commercial Centres in the European Continent, Russia, Manchuria, Tsingtao, Japan, Indo-China, Siam, India, Philippine Islands, Java and other Dutch Indies, Australia, America, &c.
Interest allowed on Current Accounts and Fixed Deposits at rates which will be quoted on application.
S. KONDOH,
Manager.
HONGKONG BRANCH,
4, Des Vœux Road,
Hongkong, 7th September, 1923.

THE BANK OF EAST ASIA, LIMITED.

HEAD OFFICE:—
No. 10, Des Vœux Road C.,
HONGKONG.
Established 1919.
Authorised Capital $10,000,000.00
Paid-up Capital 5,000,000.00
Reserve Fund 500,000.00

DIRECTORS:
Mr. PONG WAI TING, Chairman,
Mr. Chow Shou Son, Mr. Huynh Tai,
Mr. Kan Ying Po,
Mr. Li Koon Chun, Mr. Mok Ching Kong.
Mr. Fung Ping Shan, Mr. Wong Yun Tong
Mr. P. K. Kwok, Mr. Chan Ching Shek
Mr. Kan Chiu Nam, Mr. Ng Chang Lok.

Chief Manager ... Mr. Kan Tong Po,
Asst. Manager ... Mr. Li Tse Fong.

BRANCHES & AGENCIES:—

LONDON	NEW YORK
PARIS	SAN FRANCISCO
SHANGHAI	YOKOHAMA
KOBE	SAIGON
NAGASAKI	PENANG
SINGAPORE	HANKOW
TIENTSIN	BATAVIA
MANILA	SOURABAYA
SAMARANG	BOMBAY
CALCUTTA	CANTON

London Bankers:—The London Joint City and Midland Bank, Ltd.
Every description of Banking and Exchange business transacted. Loans granted on approved securities.
Interest allowed on Current Deposit Accounts at the rate of Two per cent. per annum, on Savings Accounts Four per cent. per annum, and on Fixed Deposits at the following rates:—
For 3 months at the rate of 3 per cent. per annum
For 6 months at the rate of 4 per cent. per annum
For 12 months at the rate of 5 per cent. per annum
KAN TONG PO.
Chief Manager.
Hongkong, February 26th, 1923. [34

THE YOKOHAMA SPECIE BANK, LIMITED.

Capital (fully paid-up) .....Yen 100,000,000
Reserve Fund .....Yen 73,000,000
HEAD OFFICE: YOKOHAMA.
Branches and Agencies at

Batavia	Kobe	Soerabaya
Bombay	London	Rangoon
Buenos Ayres	Lyons	San Francisco
Calcutta	Los Angeles	Seattle
Changchun	Manila	Shanghai
Dairen (Dalny)	Nagasaki	Singapore
Fengtien (Mukden)	Nagoya	Shimonoseki
	Newchwang	Sydney
Hamburg	Osaka	Tientsin
Hankow	New York	Tokyo
Honolulu	Peking	Tsinanfu
Harbin	Rio de Janeiro	Tsingtau
Kai Yuen		Vladivostock

Interest allowed on Current Accounts.
Deposits received for fixed periods at rates to be obtained on application.
T. NISHIYAMA,
Manager.
Hongkong, 17th Sept., 1923. [39

NEDERLANDSCHE HANDEL MAATSCHAPPIJ.
(NETHERLANDS TRADING SOCIETY.)

Established 1824.

A. Capital F.100,000,000 £8,333,333
Paid-up Capital ...F. 80,000,000 £6,666,666
Reserve Fund .....F. 19,769,180 £1,647,432
Special Reserve ...F. 22,660,000 £1,888,333
Head Office:—Amsterdam.
Branches at
The Hague:—Rotterdam.
Head Agency:—Batavia.
BRANCHES:—

Bandjeomasin	Macassar	Shanghai
Bandoeng	Medan	Singapore
Bombay	Padang	Soerabaia
Calcutta	Palembang	Soerakarta (Solo)
Cheribon	Pecalongar	
Djembor	Penang	Tegal
Djokjakarta	Pontianak	Tjilatjap
Kobe	Rangoon	Weltevreden.
Kota-Badja	Samarang	

Correspondence at Colombo, Madras, Pondicherry, Bangkok, Saigon, Haiphong, Hanoi, Amoy, Yokohama, Melbourne, Sydney, New York, San Francisco., etc., etc.
London Bankers:—The National Provincial and Union Bank of England, Ltd.
The Bank buys and sells and receives for collection Bills of Exchange, issued letters of credit on its Branches and correspondents in the East, on the Continent, in Great Britain, America and Australia, and transacts Banking business of every description.
W. H. GROSKAMP,
Agent.
Hongkong, August 14th, 1923. [37

THE BANK OF CHINA.

中國銀行

(Specially authorized by Presidential Mandate of the Republic of China on the 22nd of November, 1917.)
Authorized Capital $30,000,000.00
Paid-up Capital 18,278,600.00
Reserve Funds 9,629,425.24
HEAD OFFICE:—PEKING.
HONGKONG BRANCH:—4, Queen's Road Central. Branches and sub-branches all over China, and Correspondents in Europe, America, and other parts of the world.
London Bankers:—The National Provincial and Union Bank of England, Ltd.
The Guaranty Trust Co. of New York.
New York Bankers:—The Irving National Bank.
The Equitable Trust Co., New York.
Interest allowed on Current Account and Fixed Deposits. Terms on application.
Every description of Banking Business transacted.
Loans granted on approved securities.
Special facilities for Home Exchange.
TSUYEE PEI,
Manager.
Hongkong, September 8th, 1921. [33

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